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ANDERSEN MEYER & CO., LTD.

The Hongkong Telegraph.

(ESTABLISHED 1861)

2274 三拜禮號八十月六英港香

WEDNESDAY, JUNE 18, 1919.

日壹廿月五 SINGLE COPY: 10 CTS. \$36 PER ANNUM.

Andersen, Meyer & Co., Ltd.

REUTERS' TELEGRAMS.

ALLIES' REPLY TO GERMAN COUNTER-PROPOSALS.

TREATY TO STAND WITH SLIGHT MODIFICATIONS.

NAVAL TERMS TO BE UNCONDITIONALLY FULFILLED.

London, June 18.

The summary of the Allied Reply to the German counter-proposals has now been issued officially.

In a covering letter, the Allies, referring to the German protest against a peace of violence, emphasises that the war was the greatest crime against humanity ever consciously committed by a nation calling itself civilised. The letter also emphasises Germany's responsibility for planning and starting the war, in which seven million died and over twenty million were wounded and suffered, and for the savage and inhuman manner in which it was conducted. The Allies believe that they would be false to those who have given their all to save the freedom of the world if they consent, to treat the war except as a crime against Humanity and Right. Justice is only possible on a basis of peace, but it must be justice for all—for dead, wounded, orphaned, bereaved, for peoples now struggling under war debts exceeding thirty thousand millions sterling, and for millions whose property German savagery has spoiled and destroyed. This is why the Allies have insisted, as a cardinal feature of the Treaty, that Germany must undertake to make reparation to the very uttermost of her power, that the individuals responsible for German aggression and outrages during the war must be handed over to justice, and Germany must submit for a few years to certain special disabilities and arrangements.

WHO SHOULD SUFFER?

If these things are hardships for Germany, she has brought them on herself. Somebody must suffer the consequences of war. Is it to be Germany or the peoples she wronged? The German Revolution represents a great hope for peace and a new European order in the future, but it cannot affect the settlement of the war. The Revolution was stayed, until the German armies were defeated and all hope of profiting by a war of conquest had vanished. The German people throughout the war supported the war and shared the responsibility of their Government. They cannot now pretend, having changed their rulers after the war is lost, that it is just that they should escape the consequences of their deeds.

The peace the Allies have proposed is fundamentally a peace of justice. The Allies are satisfied that their territorial proposals, accord with the agreed basis of peace and are necessary to the future peace of Europe. Therefore, they are not prepared to modify them, except in the respects hereafter laid down. With regard to the economic and financial proposals, the Allies have no intention of strangling Germany or of preventing her taking her proper place in international trade and commerce. Provided she abides by the Treaty of Peace and abandons her aggressive and exclusive traditions in business, the Allies intend Germany to have fair treatment in the purchase of raw materials and the sale of goods, subject to temporary provisions mentioned in the interests of the nations ravaged by Germany.

THE ALLIES' LAST WORD.

The Allies desire that the passions of war should die as soon as possible and that all nations, including Germany, should share in the prosperity which comes from the honest supply of material needs. In order to make this intention clear, a number of modifications have been made in the financial and economic clauses of the Treaty, but the principles on which the Treaty is drawn must stand. The Allies are not prepared to modify the reparation proposals which are designed to make the payment of reparation as easy and convenient as possible and will be interpreted in that sense. But with a view to arriving as soon as possible at a fixed definite sum payable by Germany, they are willing to accord Germany all reasonable facilities to enable her to survey the devastated regions and make proposals for the settlement of claims.

The Allies emphasise that the covering letter and the attached Memorandum constitute their last word. They have examined the German counter-proposals earnestly and carefully, and consequently have made important modifications in the Draft Treaty, but in its fundamental outlines they stand by the Treaty, which must be accepted or rejected in its present form. Failing a declaration by the German Delegation, within five days, that they are prepared to sign the Treaty as amended, the Armistice will immediately terminate and the Allies will take such steps as they think needful to enforce the terms.

TRIAL OF THE KAISER.

In the summarised report of their Reply, the Allies, referring to responsibility for the war, emphasise that their views are not merely based on the events between July and the outbreak of war. Autocratic Germany, under her ruler's inspiration, had been long bent on domination and aggression by war. The essential truth of the Allied charges is admitted by the German Revolution. The Allies consider that the punishment of those principally responsible for so much world-wide misery and suffering is essential to Justice and as a deterrent to other rulers they cannot agree to the trial of the guilty by their own accomplices. The Kaiser is arraigned as a matter of high international policy. The accused will be ensured full rights and liberties regarding his defence in order that the judgment be of a most solemn judicial character. The Allies refute the German Delegation's endeavour to prove that the Peace Treaty constitutes a breach of the basis of peace in accordance with Wilsonian principles.

OTHER DETAILS.

The Allies see no reason why Germany should not become a member of the League of Nations in the early future, if her acts give promise of the necessary conditions. They are prepared to accord guarantees for the protection of German minorities in the ceded territories. German acceptance of the disarmament terms will hasten a general reduction of armaments.

FRONTIER QUESTIONS.

As regards the European political clauses, it is pointed out that the German Note has misconstrued the Saar Basin provisions. The Delegation's refusal to carry out reparation which would have the character of punishment appears to exclude the conception of justice essential to any settlement. The Allies do not permit a plebiscite for Alsace Lorraine. The Allies, after defending the cardinal guiding principles as regards the eastern frontiers of Germany, express their readiness, in order to eliminate any possible injustice, to reconsider the question. The historical frontier between Pomerania and West Prussia will be respected. No part of Germany outside of the Kingdom of Poland will be included in restored Poland. The Reply points out that the isolation of East Prussia, which Germany refuses to accept, has existed for centuries. It is not original German land, but a colony. Danzig is not incorporated in Poland because it is German. The Allies have decided that Upper Silesia shall not be immediately ceded to Poland until after a plebiscite under Allied control. The main point in the whole settlement is that the inhabitants' genuine interest, not the satisfaction of the national pride of the Germans, is transferred to Poland and expressly safeguarded. The Memel district will be transferred to the Allies, as the status of Lithuanian territories is not established.

The articles regarding Heligoland must be unconditionally accepted; they will be exacted under the supervision of an Allied Commission.

THE EX-GERMAN COLONIES.

As regards the ex-German Colonies, the Allies state that they have placed the native populations' interests before every other consideration. Germany's subordination of native interests to her own ambitions has been revealed too completely to admit of the Allies consenting to make a second experiment and risking the fate of thirteen or fourteen million natives. Moreover, the Allies are bound to safeguard security against the establishment of bases from which the world's trade could be threatened. The loss of the German Colonies need not hinder her development. The trade of the German Colonies never represented more than a very small fraction of her total trade: one-half per cent. of her imports and exports in 1913. Of the total Colonial products imported by Germany, only three per cent. came from her own Colonies, and, for natural reasons the German Colonies were not capable of accommodating more than a very small proportion of German immigrants. The conditions laid down have been determined in accordance with International Law and the natives' interests. The same applies to the regulation of German property in China.

THE ARMY AND NAVY CLAUSES.

The Allies cannot agree to any alteration of the main military conditions. Nevertheless, they are willing to reduce the German Army more gradually than at present stipulated, namely to a maximum of 200,000 within three months. At the end of the three months and every subsequent three months, Allied Military experts will fix the strength of the German Army for the ensuing period in order to reduce it to the stipulated 100,000 as soon as possible and anyhow by March 31, 1920. The reduction of officers and guns will be similarly proportioned. The period for the demolition of fortifications is modified.

"The German naval proposals cannot be entertained. The naval articles have been carefully framed and must be accepted unconditionally. No negotiations are necessary here."

THE REPARATION QUESTION.

The Allies state that the German delegates misunderstood and misinterpreted the reparation proposals. The Allies welcome the German proposal to create a Commission to co-operate with the Allied Commission in Germany which is invited to present evidence and submit special reparation proposals within four months of the signature of peace. Proposals will be particularly acceptable specifying the German offer of a lump sum for settlement, in whole or part, of liability, or an offer to repair part or whole of any damaged district, or an offer of the use of labour therefor. Inspection facilities will be granted in this connection. The offers must be precise and unambiguous, but the categories and reparation clauses are indisputable. The Allies, without in any wise committing themselves now, will reply to any proposals.

The Allies criticise Germany's vague mention of five billion sterling in connection with reparation and point out that no interest and no substantial payment is offered until 1927, after which undefined instalments continue for half a century. The present value of such a prospect is small. The Allies, however, recognising the mutual desirability of a resumption of German industry, are prepared to afford Germany commercial facilities therefor on conditions which cannot be laid down in advance and subject to the special economic situation created for the Allies by German aggression. Meanwhile, the Draft Treaty must be accepted as definitive, and signed. The Allies cannot longer delay the assuring of their security. Germany cannot afford to deny the population the offer of peace. The Reparation Commission must begin work; the only question open is how best to execute the Treaty provisions.

The Allies maintain the right to obtain payment for reparation etc. in priority of settlement of all other German debts, but will approve of exceptions. Germany must bear the cost of the military occupation of the Rhineland, which is an essential guarantee. Germany cannot be credited with the value of captured war material, but an important concession will be the recognition, as a prior charge upon German assets, of payment for food supplies and raw material. Germany's pre-war debt will be divided in due proportion between Germany and the ceded territories, but France cannot be required to assume part of the public debt for Alsace Lorraine. Poland is also exempted, and the German Colonies which had not paid their way cannot possibly assume part of the German debt, nor can a Mandatory State be required to do so. Germany will be compelled to alienate the greater part of her foreign securities, and no longer continue to be intimately involved in the Allies' or Russia's financial and economic life.

Owing to Germany's illegal acts, many of the Allies are in a state of economic inferiority; therefore, certain non-reciprocal conditions in the matter of commercial exchanges have been imposed for a minimum of five years. Reciprocity however, will be applied whenever possible.

The Allies accept a few changes regarding waterways and railways; for example, free transit through Poland and between East Prussia and the rest of Germany.



SING KEE.

Colour Sergeant, 306th Infantry, U.S. Army, who won the Croix de Guerre by great heroism and almost superhuman endurance when running with communications through German fire and gas.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

JAPANESE COAL VESSEL SINKS.

THREE OF THE CREW LOST.

Shanghai, June 18.
The Nagasa Maru, a coaler bound for Shanghai, has foundered and sunk off Tsungming Island. Two Japanese and one Chinese of the crew were lost, and twenty-one saved.

THE SHANGHAI STRIKE.

Shanghai, June 18.
The strike situation has quietened down.

STRAITS COMMUNITY SHIP.

Singapore, June 17.
In reply to questions in Council regarding the cancellation of the Mahend the Government stated that the Home Government had been cabled and probably the Roon or Kleist would be allotted to the Straits.

H.M.S. SYDNEY.

Singapore, June 17.
H.M.S. Sydney leaves for Australia on Friday.

THE JAVA DISASTER.

Singapore, June 17.
The Council has voted \$10,000 to the Kloet Volcano Relief Fund.

DAY BY DAY.

The Blue Funnel boat Tydeus will bring to-morrow, a batch of Hongkong boys who have just been demobilised. They are coming direct from Home.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals—Mr. J. Reid, \$20; Mr. W. Murray Scott, \$20; Mr. G. Banfield Cubey, \$10; Mr. J. Dalziel, \$10; Mr. J. W. Stewart, \$3.

Sung Kam Chee, a Northern Chinese from Peking is giving a display of his magnificent strength at the Ming Yuen Gardens, North Point, on Friday and Saturday night. The biggest feat Sung Kam Chee is responsible for is that of allowing a five-seater motor car with five occupants, to run over his body.

It is reported that the students in Macao carried out a successful parade on June 16 through the permission of H. E. the Governor of Macao. There were over two

thousand students representing twenty-five schools in the parade. It is said that H. E. the Governor will on no account permit any students to make speeches or distribute circulars in the streets. This precaution is taken so as to avoid any disorder.

Two demobilised Hongkong boys returned this morning to the Colony, named Messrs. H. W. Lester and N. Croucher. Mr. N. Croucher was with the Chinese Labour Corps. He has now rejoined his firm of Messrs. Benjamin and Potts. Mr. H. W. Lester, of Messrs. Dodwell and Co., Ltd., who has been away at the front for three years, returned to-day by the Nikko Maru, coming via Australia. He has won a military distinction.

Two robbers made their appearance at Shek Shan, Kowloon City, on Monday at 10.45 p.m., when they entered the house of a Chinese woman at No. 11. One of them seized the woman by the neck while the other made a desperate attempt to gag her with a handkerchief, but she managed to free herself and gave the alarm, which caused the robbers to leave hurriedly, without having stolen anything. One of the robbers is reported to have been seen with a woman.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 3s 6.15-16d.

The Weather.

Forecast—Fair. Barometer—29.60. Temperature 3 p.m.—86. Humidity 2 p.m.—69.

LEST WE FORGET.

At Termonde the Germans took about 300 Belgian civilians (men) prisoners, and forced them to march hands-up in front of the Germans. The Germans placed their rifles on the shoulders of the civilians and fired at the Belgian soldiers, who returned the fire. Forty of the civilians were killed by their own countrymen. At Termonde I saw German soldiers seize two civilians (men) and forced their hands into buckets of boiling water. Their hands were terribly scalded. I also saw at Termonde two Belgian civilians bound by German soldiers, and then deliberately killed by bayonet wounds in the abdomen. The men had given no sort of provocation. Two German officers were present whilst both the last two things happened (the scalding and the bayoneting), and it was by their orders that the things were done. Later, the same day, I saw the same two officers order five Belgian civilians to dig a pit. The five were then made to stand on the edge of the pit and they were shot by German soldiers with rifles by order of the officers. Official deposition of Belgian refugee before Committee on German Outrages.

HORACE RAYNER FREE.

Horace Rayner, the man sentenced to death at the Old Bailey in 1907 for the sensational murder of Mr. William Whiteley at the famous stores, has left Parkhurst, a free man. He had served 12 years of his "life" sentence, and earned remission by his exemplary conduct during the greater part of his incarceration. Rayner at first was difficult to manage, and made an attempt at suicide by firing his cell. Rayner, claiming to be Mr. Whiteley's son (his father was one George Rayner, and his mother Emily Turner), visited the great emporium on January 24, 1907. He represented himself as acting for a solicitor, and when Mr. Whiteley appeared shot him, turning the revolver on himself.

JAPANESE ELECTRIC RAILWAY.

The Nichi Nichi reports that the Japanese Railway Board is planning a high speed electric train service between Tokyo and Kobe. The Board is hurrying investigations regarding technical matters, while the Finance Department and the Bank of Japan are carrying on negotiations concerning financial matters. The Railway Board estimates the cost of construction and miscellaneous expenditure at about ¥200 millions, which will probably be raised by a domestic loan to be issued in four lots, ¥50 millions, each time. Should the scheme be realized the journey between Tokyo and Kobe is expected to be covered in only four hours.

DON'T FORGET.

TO-DAY.

Bostock's Circus—Performances at Kowloon 5 p.m. and 9.15 p.m.
Victoria Theatre—9.15 p.m.
Comet Theatre—5.15 and 9.15 p.m.
TO-MORROW
Victoria Theatre—9.15 p.m.
Comet Theatre—5.15 and 9.15 p.m.

A MIDNIGHT RETREAT.

ENEMY AT ARCHANGEL
OUTWITTED.

Accounts which have just reached London enable a connected account to be given of the withdrawal of the Allied troops on the Vaga sector of the Archangel front.

The retirement from Shengkursk, announced in the Times on January 31, followed repeated and determined enemy attacks. Since the date of the mail news the Bolsheviks have renewed their attack, and in the first half of this month they made some further advance along the Vaga. Reinforcements for the Vaga front have now arrived from Murmansk.

ENEMY'S NUMERICAL
SUPERIORITY.

It appears that from November last the Bolshevik forces in the Vaga region had been steadily increasing in size and quality, and several patrol encounters had taken place.

On January 12 the enemy attacked the Allied positions at Ust Padenga (18 miles south of Shengkursk) with great courage and considerable skill. He met with a gallant resistance from American and Cossack troops, who were, however, eventually forced to withdraw owing to the enemy's superiority in numbers. On the same date a body of the enemy, about 400 strong, attacked and drove back an Allied detachment on the River Tarnia west of Shengkursk. During the night the enemy heavily shelled the Allied positions. On the 20th the enemy brought up more guns in the neighbourhood of Ust Padenga, and shelling continued throughout the 20th and 21st.

On the morning of the 21st the detachment on the Tarnia river was forced back on Muveevskaya (13 miles west of Shengkursk). No infantry attacks occurred on the 22nd, but news was received of an enemy force which was advancing on the eastern flank, making the Ust Padenga position extremely precarious. The Allied troops there were accordingly withdrawn to Shaloshka (eight miles north of Ust Padenga) on the night of the 22nd-23rd; the move was carried out without loss of any stores or material except one 18-pdr. gun. The next day (the 23rd) the detachment on the Tarnia was driven back to Nikolevskaya, 11 miles west-north-west of Shengkursk.

THE WITHDRAWAL.

At 10.30 a.m. on January 24, a strong attack was launched by the Bolsheviks on Spaskoe (24½ miles southwest of Shengkursk) from the west, but was beaten off, as the officer commanding states, "mainly by the gun of the Canadian Field Artillery." A company of Russian Infantry carried out a counter attack and then withdrew to Shengkursk, which place was heavily shelled for the rest of the day.

The enemy next brought up howitzers for the bombardment of Shengkursk, which was by then virtually surrounded. Evacuation of that town by the Allied forces followed, but in view of the wounded and civil population it was an operation of extreme difficulty. Withdrawal began at 1.30 a.m. on the 25th. The officer commanding writes:

"The withdrawal was made by the ordinary winter road, which runs close to Nikolevskaya, and was known to be occupied by the enemy, in the church of which a signal lamp was seen working all night. On the east side of the road, about 1½ versts (two-thirds of a mile) away, was a village reported to contain 200 of the enemy. The march continued without opposition, circumstances due probably to the darkness and to the belief it was hoped to have inspired in the enemy, by allowing out refugees for a definite number of hours, that the garrison intended to invite a siege. All stores that could not be removed from the town were destroyed by other means than fire, which would have disclosed our intentions to the enemy."

COURAGE AND LEADERSHIP.

After the evacuation of Shengkursk the success of which was entirely due to the courage and good leadership of the commander of the Vaga column, a line was taken up about 25 miles north of the town, although the temperature rendered aerial reconnaissance extremely difficult. Valuable assistance was rendered throughout by the R.A.F.

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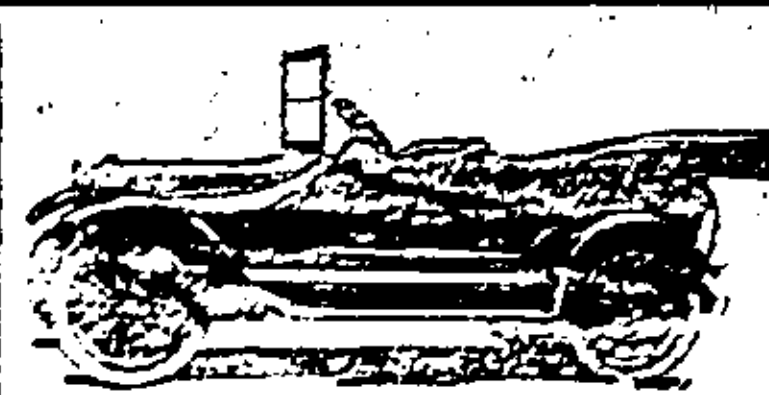
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The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 18, 1919.

NEW ZEALAND'S BALANCE SHEET.

Reuter's Agency yesterday told us what the Great European War has cost New Zealand. It has sent the National Debt of that country up by eighty-one millions sterling. This is not disquieting as it is set off by the high earning power capacity of its inhabitants. For instance, we are told that the national wealth is computed at £400 per capita, and the deposits in the New Zealand banks work out at £72 per inhabitant. The Acting Minister of Finance is sanguine that New Zealand can meet the future with equanimity. Her geographical position debars New Zealand from the hope of becoming a great centre of commerce or finance. She can never be the England of the Southern Hemisphere, though she has reproduced there some of the healthier sides of British life and even improved upon them. It is not likely that any of her cities will ever include a million inhabitants, but a population is none the worse for being decentralised. The New Zealanders are not inattentive to sea trade and own a fleet of steamships which carries all that is carried between their shores, Australia and the South Sea Islands. They aspire to become manufacturers and, aided and abetted by a protective tariff, have established quite a number of successful factories where some of their own products are converted from raw to finished state. The imports and exports of the Dominion amount to some sixty millions sterling, and seeing that there is no transit trade to speak of, this figure may fairly be called astonishing. The farmers are the most influential class in New Zealand and the State railways are managed, first of all, with a view to their interests. After eighty years of settlement, New Zealand remains the most British of all our colonies. Ninety-five per cent. of her people are of English, Scottish, Welsh or Irish blood and she can claim that no racial problem of any kind confronts her. The Acting Minister of Finance, in a speech which Reuter referred to yesterday, said he was optimistic regarding the financial future, provided the New Zealanders realised their responsibilities. Towards solving the industrial side of New Zealand, we find that their main business is the production of food, of the raw materials of clothing, and, furthermore, the extraction of minerals from the earth. The standard of comfort is extraordinarily high, and if any one doubts this the report and evidence of a Royal Commission appointed some ten years ago to enquire into the effect of rising prices on the condition of the working classes in New Zealand will make very cheerful reading, showing that poverty in the European sense of the term hardly exists. In a population of over eleven hundred thousand whites, outnumbering the Maori in the proportion of 21 to 1, the national wealth per capita of £400 is extremely flattering and is an eloquent testimony of the prosperity of the country. New Zealand is a new country, and a beautiful one where, under congenial conditions of climate and restricted by no traditional narrowness, a virile manhood can flourish. It has no poverty, no squalor, no slums, no citizens possessed of wealth largely out of proportion to that held by the majority of its people. Its conditions of life are such as to encourage a glad independence, while the insistence which its Government makes with regard to a high standard of education for its youth—education which is free and compulsory—tends towards the building up of an intelligent community actively interested in the problems and movements of the age. The war has incidentally added a burden on the country, the National Debt being swelled by £81,000,000. Divided up amongst the population of 1,100,000, this means that the individual share of responsibility is £73. Against this we have a national wealth per capita of £400, and a standard of life which is highly satisfactory.

NOTES AND COMMENTS.

AMERICA AND PEACE.

We are rather surprised and disappointed that the American Republicans, headed by Senator Knox, should come forward at this time of day and raise a dispute as to the advisability of the League of Nations Covenant being incorporated in the Peace Treaty with Germany. The proposal submitted by Senator Knox is that the Peace Treaty be drawn in such a manner as to permit any nation to reserve the question of the League of Nations for further consideration. We are informed, by yesterday's cable, that this resolution is understood to be intended as an official notice to the Peace Conference that the U. S. Senate will oppose the ratification of the Peace Treaty. It is thus clear that the Republicans propose taking a definite stand against the League of Nations scheme; at least, that they do not want it in any way mixed up with the peace settlement. That, we think, is rather a mistake, for if the League is ever to be launched no more appropriate time than the present could be chosen, whilst no more effective way of establishing it could be found than making it part and parcel of the peace understanding.

PAST AND PRESENT.

We cannot help thinking that if the American Senate disapproves ratification of the Peace Treaty because of the Republican views on the League of Nations, this great peace-loving nation will "lose face" in the eyes of other democratic countries, the more so since President Wilson has been the chief protagonist of the League; in fact, it is not too much to say that his whole political reputation hangs on its establishment or otherwise. We are rather afraid that political jealousy has something to do with this stand of the Republicans; the desire to discredit President Wilson is no doubt a dominating factor. The argument, of course, is that by joining in the League, the United States will become permanently mixed up in foreign affairs and that the spirit of the Monroe Doctrine will be vitiated. On the former point, surely no American would object to his country playing a prominent part in world affairs, if, by so doing, the cause of universal peace is served. As to the Monroe Doctrine, time brings changes, and what suited America years ago will not meet present needs. The United States can no more live in political isolation than she can in commercial isolation. The war has changed all that, and even had there been no war, the underlying idea of the Monroe Doctrine would be bound eventually to be deserted. The Republicans must adjust themselves to facts like these; if they do not, they will merely win for their country a reputation of insincerity so far as the application of true democracy to current international affairs is concerned.

THE TRUTH WILL OUT.

At a moment when the Germans are whining for all manner of modifications in the peace terms, it is well that we should remember some of the things of which they were guilty in the war. Yesterday, in our "Lost We Forget" item we gave some extracts from the diary of a German officer which tell of the deliberate manner in which the Huns set about destroying the beautiful homes of France. This officer's words are worth re-quoting and re-emphasising. Speaking of the destruction in one chateau he says: "The Vandals themselves could not have done more damage. This place is a disgrace to our army." Since the time those words were written, the Huns have been explaining away their conduct by saying that such damage was done as was inevitable, but this officer plainly says that "the Column Commanders are responsible for the greater part of the damage, as they could have prevented the looting and destruction." The diary in which these remarks appeared was not, of course, written for Allied consumption. But it serves to convict the Germans out of their own mouths and to show how little they deserve any watering down of the peace terms.

MEN'S WEAR.

The 1919 straw hat is not so very different from that of 1918, says a Home paper. A slight taper has been given to the crown. The crown is still rather high, being about 3 1/2 inches, and covered with a broad black band with a plain side bow. In general, the hat is about the same as the one of last year.

DAY BY DAY.

THE VALUE OF A MAN IN ANY POSITION DEPENDS ON THE SUPERVISION HE DOES NOT NEED.

Major M. Reader Harris, M.C., and Major M. H. Logan, M.C., were to speak at Shanghai last week on war subjects.

Yesterday's health return shows six cases of plague (five fatal) and one fatal case of cerebro-spinal fever. All were Chinese.

Mr. L. F. Thibault, who has resigned the editorship of the *Manila Times*, left Hongkong to-day for the United States by the S.S. Persia Maru.

Eighty-five per cent. of the passenger accommodation on the Messageries Maritimes boats has been requisitioned by the French Government.

Owing to the illness of Dr. McKenny, who is an important witness in the case, the hearing of the charge against Sergt. Hloch at the Criminal Sessions has been postponed until next week.

The President of the Republic of China has signed the exequatur empowering Mr. J. G. Gonzales de Bernedo to act as consul for Chile in Canton. Mr. Bernedo also acts as Consul in Hongkong, a post he has held for eighteen years.

Dr. J. W. Jamieson, C. M. G., H. B. M.'s Consul-General, who is transferred to Shanghai to take up the Consulate affairs there for six months, will leave Canton for Shanghai this afternoon (June 18). The Consulate affairs at Canton will be in charge of H. B. M.'s Vice-Consul, Mr. G. E. Jamieson.

Weather permitting, a Night Fete will be held at the Victoria Recreation Club on Saturday evening, 21st instant. The entries for the swimming events show that there is no lack of interest this year. There is a Ladies' Race, also 100 Yards' Handicap for the Army and Navy. We hope these two races will be well represented, as they are always popular.

A Chinese was this morning remanded on a charge of unlawfully receiving 175 lbs. of Manila rope, 100 lbs. of spun yarn and 400 lbs. of wire rope, the whole valued at \$400. They are believed to have been stolen from a Jardine's ship, and Inspector Gordon, who has charge of the case, mentioned to the Magistrate (Mr. R. O. Hutchison) that he might have an officer from the ship charged with selling the rope. Bail was fixed at \$500.

Mr. W. G. Dove, formerly of the Hongkong branch, has been appointed Assistant Manager of the South British Insurance Co., Ltd., at Shanghai. He has seen considerable service in France since Aug. 1915. He was Adjutant to the 6th Battalion of the Queen's Own (Royal West Kent Regiment) for more than two years, and later, while Second in Command of the 9th Battalion Essex Regiment, was promoted Major. He was three times wounded in action and was awarded the M. C. and Bar.

Messrs. Butterfield and Swire, Agents of the Blue Funnel Line, informed the *N. C. Daily News* on June 12—that the latest news received from Vladivostok regarding the str. Jason was that she was still ashore on Basargina Point. There are 17 ft. of water in the No. 1 hold, but all other holds remain dry. Divers from H.M.S. Kent are assisting, and icebreakers are endeavouring to refloat the steamer by towing. The discharge of cargo into lighters continues, and the weather remains favourable for operations.

A square iron block—Wong Yai marvelled at its size and compactness, and wanted to know how many pounds it would come to. He lifted it from its place at the door of a house in Wanchai. The next thing Wong wanted to know was how heavy the metal would feel if he were to walk with it. He walked, but a constable mistook his very innocent intentions. The constable therefore took Wong to the lock-up. In spite of Wong's very plausible explanation, the Magistrate could not but condemn him with the usual sentence, and sent Wong to the lock-up for two weeks.

MODERN MODES.



A Dainty Dress for Hot Days.

Designs of the Moment by "Sacha."

SUMMER FROCKS.

The summer dress is a thing of unusual beauty that lends itself admirably to the soft draperies and close platings particularly distinguishing it. There is less constriction of line, a greater liberality of material, and something that at times approaches extravagance in trimmings. But seldom is the summer dress other than artistic. When it is, the fault lies more with the wearer than with the garment itself.

Organdie remains well at the head of the list for the truly refreshing type of summer frock. It is best liked in colour—delicate yellow, Nile green, orchid, pale pink and sky blue. And there are gray tones, extremely lovely especially when relieved by a girdle of some brilliant colour.

Less familiar are the figured organdies. Not the flowered variety, but the closely patterned effects that give a monotone appearance, and which suggest practical wearing tests. They come in dull blue, reseda green, rose, gray, tan and in black and white combination. In a way, they seem to take the place of the dimities that, not so long ago, were prime favourites for the warm-weather gown.

The lingerie dress, as we used to know it, is no more. In its place has come a more simple style where colour and line count for more than frilly trimming. However, there are certain dresses that indicate a leaning to the old type. One of these is of organdie in lilac tone. It has the front of the skirt richly done in delicate hand embroideries, and about the slightly hobbled hem there are six or seven tiny flounces of white net. The latter are introduced down the sides of the skirt from waist to hobbled band, and thereby an effect of panels is obtained.

The sleeves are half length, completed by upturned rows of the net and the latter edge the narrow stole-revers that form a continuation of the collar. The girdle of satin is in two tones of lilac satin, tied in a big bow at the back.

With this sort of frock there goes a hat of leghorn faced with

violet Georgette crepe and simply banded with a narrow ribbon of violet velvet caught at one side with a cluster of white and purple lilacs. And there is a parasol of lilac silk design.

A good deal of eyelet work, dot embroidery and cross-stitch trimming is used toward the beautifully dressed. Bands or insertions of the trimming fabric are set between broad tucks or are merely employed to border hems. Lace in narrow widths is again in evidence, sometimes a dozen rows being clustered about the hem, or massed at the hip line to give a simulated tunic. Then the lace may be used to finish the hem of the apron panels, of which there may be three or more one super-imposed on the other.

Quite logically, the tunic has become an almost inseparable feature of the thin-fabric dress. It serves to give a greater degree of substance while acting as a decorative feature. And it is on the tunic that much of the trimming is put.

Gathers, which have been banished from practically all the dresses of wool, and from many of the silk dresses, spread themselves victoriously about the top of the skirt, the yoke and the kness of the thin frock. Or they may give way, gracefully, to tiny tucks, unstitched and pressed, protuberant, into position about the hips.

Short sleeves obtain in the majority of summer models. Sometimes they come to the elbow, or they may stop several inches above that point, or terminate directly above the wrist. Always they are loose at the point of termination. This insures a more graceful line as well as a greater degree of comfort.

Collars are back; that is, it is quite proper to finish the neck with a plaited frill of net, organdie or of the dress material. On either the round or square neck, the effect is very pretty and a bit more becoming than the flat collar fit of other seasons. There is a fancy, too, for the shawl or bretele type, edged with two or three miniature flounces and opening over a flat plastron of vestee of lace-trimmed or embroidered material.

A shot actually landed on a table in the chart room by which he was sitting, but a few minutes before.

The str. Anlan on her last trip down was again fired on, and though no one was injured yet there might well have been seeing that the ship was hit 12 times. It is, perhaps, a good thing that the dangers attending the navigation of the river above Ichang have been so effectively brought to the Admiral's notice, and it may result in more energetic measures being taken to put a stop to this senseless shooting at ships.

The Simsbury, and the Channing, have both been commandeered by the military, the former by the Northern troops, and the latter by the Southern. This means that only one ship is left to carry passengers and cargo up the river.

TO-DAY'S MISCELLANY.

A paper by Dr. Leonard Hill read recently before the Royal Society of Arts on the subject of "Infant Mortality and Housing," was largely a plea for fresh air for the baby. He quoted many facts to show that infant mortality was governed more by environment than by stock. Overfeeding and coddling he gave as leading causes of infant mortality, and by coddling he meant over-clothing and unhealthy protecting from fresh air. Many infants, and young children were wrapped in a most absurd number of garments instead of running bare-legged and bare-footed as did the peasant children of Ireland and Scotland. Plato, he said, condemned swaddling, but it is still persisted. There was less danger from dust and other impurities in the air than from the atmosphere of an ill-ventilated room.

That wireless telephony will some day enable men to carry telephones in their pockets is not impossible; but, says an engineer who has been working on more immediate aspects of the invention, it is a possibility that cannot yet be taken seriously. The most that can be said is that communication by wireless telephony has been carried on between land stations and vessels or aeroplanes at sea, and here, evidently the handicap of conflicting voices is practically eliminated. In other words the success of wireless telephony at this time is in inverse proportion to surrounding population. One is reminded of the mingling of voices at an afternoon party into a babble of noises that permits no single voice to be clearly heard. A kind of perpetual afternoon party, audible to the wireless apparatus, is perhaps one way of describing what experts mean when they talk about the "static."

"History is taught by sample and not as a whole," says H. G. Wells. "The attention of the student is concentrated from the first upon the story of his own country, and often upon only a period in the history of his own country, to the more or less complete exclusion of all other aspects of the human story. But a portion of the life of our race is not to be detached in this way without serious consequences. Take, for example, English History as it is taught in an English school. We begin with Celtic Britain. Enter Caesar and a Roman host. From where? We never learn. Who is this Caesar and why did he come? Why did he go? Why did the Romans not come again for the better part of a century? Evidently something much more important was going on elsewhere. A little way on in the story certain Angles, Jutes, and Saxons rush in—as inexplicably. Whence? Why? Later come the Danes. The History of England has the effect of something going on upon a doormat in a passage outside a room full of events, with several other doors."

Sir J. C. Bose the famous Indian biologist concerning the value of whose work on "response" there is some dispute in scientific circles, has lately announced a few and more than usually interesting discovery, that of the sensitiveness of plants to "wireless." He says that plants in general perceive and respond to the long ether waves used in wireless signalling in a "vast" range of the etherial spectrum. "Plants," an Indian paper says, "are extremely sensitive to the ultra-violet rays" waves, the length of which is shorter than a hundred-thousandth part of an inch going to the opposite end of the spectrum in the region of invisible heat rays whose wave length is about one-thousandth part of an inch. Sir J. C. Bose has shown that plants also perceive and respond to them. The heat rays are also perceived by us as the sensation of warmth. But we have no sense organ to perceive "wireless" messages where the "electric" waves employed vary from many yards to miles in length. Sir J. C. Bose's recent discoveries prove that the "range of perception" in plants is far more extended than in human beings. His newly invented "balanced" radiometer gives striking evidence of the effect of various "wireless" waves on plants. The radiometer is a small glass vessel containing a few leaves of a plant. When it is exposed to "wireless" waves, the leaves move in a way that indicates the direction and intensity of the waves.

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BOSTOCK'S CIRCUS.

OPENING PERFORMANCE.

No greater compliment could have been paid to the Management of Bostock's Circus than was the case last evening when the tent was packed to its limit. Those who know the Hongkong community will realise what this means, for never have Hongkong people been known to turn out for any sort of a performance, in such strength on such a night. We had been told that the Circus was something the like of which had never before been seen in the Colony, and those who attended the first performance last night went expecting to see something really good. They were not disappointed. Mr. Bostock fully justified his claims, and under the most trying circumstances, he has an aggregation of the highest possible talent in the particular line of entertainment which he provides. Every turn is a star turn and there are no second-rate artists to "fill up." The performing animals are wonderfully trained, the acrobats perform unheard-of feats and the clowns are not only funny but really gifted humourists. "Maximo," the wire walking turn, can only be described as extraordinary. He goes through evolutions on a slack wire that would take a trained acrobat to accomplish on solid earth. This turn is alone worth going to see. There can be no two words about it, the man is simply marvellous. With regard to the arrangements of the Circus, here again the Management have kept their promise. The tent is brilliantly illuminated by electricity and is very prettily decorated. In the boxes comfortable armed wicker-work chairs are provided and the whole arrangements for the comfort of patrons are complete. The band is quite a different thing from the usual "trumpet and drum disturbance" we are accustomed to in a circus, and the ring attendants, all of whom are Europeans, add to the general scene of "finish" in their smart white uniforms. We have witnessed every Circus that has visited the East for the past fifteen years, but we have never seen one that could be compared in any way with Bostock's, and, given a little more of the luck which the Management so well deserve with regard to weather conditions, the Circus should experience a record run for a Hongkong season.

Unfortunately, last evening's performance was considerably marred owing to the heavy rain and strong wind, and the artists went through their various turns under the greatest difficulty. In the end the programme had to be cut short. Nothing but solid bricks and mortar could withstand such a deluge. We do not think the stopping of the performance last night will make the slightest difference for it only requires a moment's thought to realise that such a storm is not likely to occur again unless a typhoon strikes the Colony, of which we should receive full warning.

We congratulate Mr. Bostock on his fine show. He deserves to get a full house at every performance in future, to make up for his exceeding bad luck in the shape of inclement weather, which he has experienced so far.

SELF-APPOINTED SHROFF.

A COOLIE IN TROUBLE.

Ngan Loi, a coolie at a firewood shop in Yaumati, said he suffered from a sore foot, and could not work, and this was the reason why he collected his employer's bills "on the sly." His legitimate business was to carry firewood to the consumers' houses, but finding that he derived but very little "pidgin" from this work, he appointed himself shroff. He purloined a bill which was made out in advance against the Yaumati branch of the Sincere Company and forthwith repaired thither to demand payment. He received the money, though not without some objection on the part of the Sincere people, on the score that the bill bore no chop of the firewood shop. A plausible statement, together with a name which he took care to be different from his own, satisfied them, and he went out of the store the richer by \$3.99. The inevitable discovery came. The master of the firewood shop, after having missed the bill, made out a duplicate one and sent it to the Sincere store, when he was informed that the bill had already been paid to an unknown person. As the result of further investigations, the Sincere people were told to look out and capture the thief if he should come again. The coolie did come again, yesterday, armed with a bill for a large amount, which he had also stolen from his shop. He was asked to sign the bill, and when he had fairly committed himself by complying with the request, they took him by the collar.

At the Police Court to-day, the coolie admitted one offence only. Sergeant Murphy, who prosecuted, said that as the coolie admitted one charge, he was prepared to withdraw the other. Mr. R. O. Hutchison sentenced the coolie to six weeks' hard labour.

TRANS-ATLANTIC FLIGHT.

ANGLO-AMERICAN SUCCESS.

London, June 15.—A Vickers-Vimy biplane, carrying Alcott, a British pilot, and Brown, American, started from St. John's at 4.13 on Saturday afternoon and landed at Clifden, Ireland, at 9.40 on Sunday morning.

The flight occupied 16 hours, and was mostly through fog. Reuter's Pacific Service.

RED TAPE.

Much indignation was expressed at New York a few weeks ago at the plight of 2,700 Americans who fought in the British Army, and were being kept on board the Mauretania because they were without means of immediately establishing their nationality to the satisfaction of the immigration officials. The difficulty seems to have been red tape and mismanagement on both the American and British side, but especially the formidable questions of the immigration officials that it was necessary to answer before it was certain that these men could be safely let loose on the United States and rejoin the homes they had left to fight for liberty in Europe.

CRIMINAL SESSIONS.

TO-DAY'S CASES.

The June Criminal Sessions were opened this morning. His Lordship, Sir William Rees Davies, K.C., Chief Justice and Mr. Justice Melbourne sitting.

RETURNED BANISHEE.

Chun Luk was charged before the Chief Justice with disobedience of the order of banishment and pleaded guilty. The Attorney General said the accused was banished for ten years in 1917. He returned and was banished for life and had again returned. His Lordship said that the case was not as bad as some he had had before him, who had returned several times. He would therefore pass a more lenient sentence in the hope that accused would not return again. If he did a much more severe sentence would be inflicted. Accused would go to prison with hard labour for eighteen months.

JAPANESE IMPRISONED FOR BRIBERY.

Two Japanese, Kodama and Okuda, were charged before the Chief Justice with giving a bribe and pleaded guilty.

The Attorney General said the offence was committed on board the Kosan Maru on the 24th of last month. Chief Officer Wildin, of the Revenue Department, with several other revenue officers, were on board the ship searching for opium when they came to a certain place near which some bags of opium were found. The two defendants came up and offered to one of the revenue officers two notes of Rs. 100 each. The two defendants, one of whom was a storekeeper and the other a quartermaster on the Kosan Maru, were together and the money was apparently supplied by the second defendant who handed it over to the first defendant. It was understood that the opium was found in a room of which the first defendant had the key.

The Chief Justice said that these cases of bribery varied a good deal in character. He would like to know whether the Crown pressed the case.

The Attorney General said the Chief Revenue Officer took a very serious view of the case because Chinese revenue officers were extremely liable to bribery. The Chinese revenue officers did not get anything out of a seizure of opium. It was important that a severe penalty be inflicted.

His Lordship inflicted a sentence of three months' hard labour on each of the accused.

ATTEMPTED MURDER.

Before the Police Judge, Chan Hing and Wong Cheung were charged with wounding with intent to murder and wounding with intent to maim.

Accused pleaded not guilty. The Crown Solicitor, Mr. G. H. Wakeman, appeared for the prosecution, and the accused were undefended.

The jury were Messrs W. L. Weaver, F. Rapp, L. R. Remedios, C. Stewart, B. W. Tape, J. Wilson and A. P. Samy. Outlining the case, the Crown Solicitor said the two prisoners were charged in the first instance, with wounding a Parsee gentleman named J. D. Langdana with intent to kill and murder, and in the second instance, with the same offence against another Parsee gentleman named B. C. Tavaris, on May 2 last. The accused were also charged with wounding the same gentleman with intent to maim. The two Parsee gentlemen carried on business at No. 22 Peel Street as Golla and Company, merchants. They had an office on the ground floor and a living room on the first floor. On that floor also slept, under the staircase, the office boy and the mess boy, who were the two prisoners in the dock. The evidence would show that the two Parsee gentlemen went to bed on the night of May 1 in the usual way. Somewhere about 4 o'clock, the night soil coolie went up to the premises and one of the prisoners got up to let him in. One of the gentlemen told the boy to get his bath ready, but the boy did not answer. The next thing that happened was that these two gentlemen were awakened by feeling very dazed and both discovered that they had been very badly wounded about the head and were in a critical condition, having to be sent to hospital. Two hammers, which were kept in the office were found in the bedroom, and it was submitted that the accused used them for the purpose of attacking their masters. The accused were eventually arrested and in a statement, said that their masters had been in the habit of treating

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them very badly and on the morning in question had made an attack on them with the hammers, which were snatched away. Neither of the accused, however, showed any signs of having been attacked.

Evidence was then taken. The jury found the accused guilty.

His Lordship passed sentence of seven years' hard labour and eighteen strokes of the "cat" on each of the accused.

ROBBERY AND ASSAULT.

Kwok Fook and Yeung Kung Nei were charged before the Police Judge with assault and robbery and pleaded not guilty.

The same jury as in the previous case was empanelled. Outlining the case, the Crown Solicitor said the prisoners were charged with robbery at No. 24, Western Street on May 4. Chan Fung Kow, a married woman, rented two cubicles on the first floor and advertised one for sub-letting.

The robbers gained admittance by sending in a woman on the pretext of viewing the cubicles and after firing a shot which narrowly missed complainant, proceeded to ransack the place. Two of the robbers were subsequently arrested and identified by complainant.

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RED SEA, EGYPT, EUROPE, ETC.SAILINGS FOR
LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES.

S.S.	leave Hong-kong about	Due Marseilles about	Due London about
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NAGOYA 21st August 23rd Sept 2nd October.

FOR SINGAPORE, COLOMBO & BOMBAY.

DUNERA 7th July due Bombay about 25th July

FOR SINGAPORE, PENANG, RANGOON & CALCUTTA.

JAPAN 19th July due Calcutta 13th August.

FOR SHANGHAI & KOBE.

JAPAN 24th June

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & CO,
Agents.
22, Des Voeux Road Central, HONGKONG.CANADIAN PACIFIC
OCEAN SERVICES LIMITEDTHE CANADIAN PACIFIC RAILWAY COMPANY announce
the augmentation of the present double daily train service by
a third Trans-Continental train—

THE TRANS-CANADA LIMITED.

The new train will leave Vancouver

DAILY FOR MONTREAL

Connecting for all points in Eastern Canada and United States.

RUNNING TIME VANCOUVER TO MONTREAL
93.15 hours.The "TRANS-CANADA LIMITED" will be devoted to
First Class Sleeping Car passengers and will consist entirely of
Compartment Observation and Standard Sleeping cars, Dining
car and Baggage cars.P. D. SUTHERLAND,
General Agent, Passenger Department.

Hongkong, June 7, 1919.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA"
14,000 tons Each.Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "VENEZUELA" Wed. 13th June, at noon.

S.S. "ECUADOR" 16th July.

S.S. "COLOMBIA" 13th Aug.

For Vladivostok, Seattle, San Francisco & New York.

These steamers have the most modern equipment including over-
head electric fans and electric lighting ALL LOWER BERTHS &
Large Comfortable Staterooms (all single and two berths only.)The Safety and Comfort of Passengers is our First Consideration. Special
care is given to the cuisine, and the attendance on passengers cannot be surpassed.
Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian
Pacific Ocean Service, Ltd.For further information, rates, literature, schedules etc.,
Apply to—
Company's Office in
Telephone No. 141. ALEXANDRA BUILDING, Chater Road.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00

LONDON OFFICES—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

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Branches & Agencies—throughout the world.

General Banking and Foreign Exchange.

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American Express Company, Ltd.

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

FUSHIMI MARU Sunday, 22nd June, at 11 a.m.

KATORI MARU (calling Manila) Sunday, 13th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
& Port Said.

TAMBA MARU Friday, 27th June, at Noon.

MISHIMA MARU Friday, 11th July, at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU Wednesday, 25th June, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
Francisco, Panama & Colon.

TOYAMA MARU Tuesday, 15th July.

BOMBAY & COLOMBO via Singapore.

SHINYU MARU Beginning of July.

TENSHIN MARU Middle of July.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU Saturday, 28th June.

CALCUTTA MARU Saturday, 19th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Thursday, 19th June, at 11 a.m.

AKI MARU Saturday, 19th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOYO MARU No. 2 (Kobe direct) Thursday, 19th June.

KITANO MARU Monday, 23rd June, at 11 a.m.

SHIMBU MARU Saturday, 28th June.

INABA MARU Friday, 11th July, at 11 a.m.

NAGASAKI, KOBE & YOKOHAMA.

NIKKO MARU Friday, 20th June, at 7 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South
American ports via Cape, etc.)

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

From Hongkong—

PERIA MARU 15th June, at 10:30 a.m.

KOREA MARU 26th June.

TENYO MARU "Calling at Keelung" 26th July.

NIPPON MARU "Calling at Keelung" 27th July.

SIBERIA MARU 29th July.

SHINTO MARU 13th Aug.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SANTIAGO, CHILE,
BAHIA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers Leave Hongkong.

ARYO MARU 10th Sept.

KITO MARU 14th July.

SEITO MARU 4th Nov.

Steamers are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific
Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to

T. DAICO, Manager.

KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

JAVA-PACIFIC-LYN

FOR SAN FRANCISCO Direct.

S.S. "BINTANG"

Will be despatched as above on or about

July, 20th, 1919.

For freight apply to—

JAVA-CHINA-JAPAN-LYN

Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"

13,000 tons, American Registry (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via Shanghai, Japan ports & HONOLULU.

"NANKING" "CHINA"

Aug. 19th, 1919. July 2nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT

For Steamer Sailing

LONDON & ANTWERP

For particulars of sailings shippers are requested to approach
the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

General Agents.

or to REISS & Co. Canton

Hongkong, 16th Aug. 1919.

SHIPPING NEWS

RELEASED FROM CHARTER.

During May, 44,500 tons of
Japanese ships were released
from charter, and it is generally
supposed that their charter
parties will not be renewed in
view of the present market
situation.

MOTOR PUMPS.

The submersible motor pumps,
built in Great Britain, are highly
commented upon by the U.S.
Shipping Authorities, who point
out that 500 vessels have been
saved after being torpedoed.
This electric pump works as well
below water as above, and it was
one of these pumps that succeeded
in saving a British warship
after the battle of Jutland.

A JAPANESE CANAL.

From Toyama is reported the
establishment of a company for
the purpose of digging a canal
between Toyama and the port of
Higashi Iwase. The projected
canal is to be 8 feet deep
and 30 feet wide so as to
give passage to ships up to 500
tons. The new company is to be
called the Tomiwa Unga Com-
pany, and its capital is fixed at
Y.5,000,000.

NEW DRY DOCK.

The proprietors of a shipyard
in Cadiz, Spain, have announced
their intention of constructing a
dry dock in connection with their
works capable of taking vessels
up to and including 30,000 tons.
This dry dock is to be built accord-
ing to the most improved stand-
ards, and it is claimed will be one
of the finest docks not only in
Spain, but in Europe. It is ex-
pected that with the completion
of this dock Cadiz will become,
next to Barcelona, the most im-
portant port in Southern Spain.

MASTERS' PAY.

The Daily Chronicle learns
officially that a new scale of
minimum rates of pay for masters
had been fixed by the Shipping
Controller. The pay varies with
the gross tonnage of the vessel
and the length of the master's
service and ranges from £42 a
month after the five years' ser-
vice in the case of a 1,000-2,000
tons (gross) ship to £58 a month
after a similar length of service in
the case of a vessel of over 12,000
tons (gross). A scale for masters
of coasting cargo steamers varies
from £9 to £12 a month.

U.S. SHIPPING BOARD CRITICISED.

In illustration of what is
termed the "glaring mismanage-
ment" on the part of the United
States Shipping Board, a local
freight forwarder has mentioned
an incident in the allocation
recently of a vessel on the Pacific
Coasts to sail for Manila. He
said that some time after the boat
had been designated for this
route and upwards of 2,000
tons of cargo had been booked,
the vessel was suddenly with-
drawn and instructions were is-
sued by the Board that the cargo
booked should be transferred to
another vessel in the same port
scheduled to sail for Manila one
week later. It developed, however,
that the other boat was already
booked to capacity, and after
several weeks of delay and no
end of cabling and other expenses,
the boat originally designated to
sail for Manila was re-assigned to
this route.—New York Evening
Post.

GERMANY'S MERCANTILE

MARINE.

Vice-Admiral Hollweg, writing
in the Vossische Zeitung esti-
mates the German Mercantile
Marine before the war at a gross
tonnage of five and a half mil-
lions. In the four and a half
years of the war about three-
quarters of a million tons were
captured by the enemy, of the
output of a single normal year.
During the war about 1,000,000 tons
were captured by the enemy, of
which 325,000 tons were taken on
the high seas. Two and a half
million tons took refuge in neutral
harbours, but as neutrals came
into the war, the greater part of
this was lost. To Spain a total
of 22,000 tons, and to Holland
38,000 tons were given in com-
pensation for losses occasioned
by U-boats. He estimates Ger-
many lost about three and a half
millions of gross tonnage during
the war, but thinks a certain
proportion may be recovered.

UNAUTHORISED IMMIGRATION.

Sydney, May 24.—It is reported
that the Commonwealth Govern-
ment has been informed that
during last month 300 Japanese
and Chinese have been smuggled
into Queensland. The men were
brought on pearling vessels and
landed in collapsible boats,
which were burned on the
beaches. The immigration
authorities are investigating the
matter.

SHIPPING

C. N. C.

CHINA-NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

For	Steamers	To Sail
SHANGHAI	Suiyang	19th June at 4 p.m.
SHANGHAI & TSINGTAO	Kwangse	22nd June at 4 p.m.
MANILA, CEBU & ILOILO	Taming	23rd June at 3 p.m.
SWATOW & BANGKOK	Hupei	24th June at 11 a.m.
SHANGHAI	Tean	24th June at noon.
WWEI, CHEFOO & TTSIN	Hulchow	26th June at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidsthips. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (three weekly) and Tsingtao
weekly, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.BANGKOK LINE—Weekly service to and from Bangkok via
Swatow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 36.

Hongkong June 18, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
---------	------	----------------------	------------------------	-----

Tjimanoeek | Japan | 27th June | 28th June | Java

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1574.

York Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haihong	J. W. Evans	FRI. 20th June at 1 p.m.
Quinnebaug	Medina	TUES. 24th June at 11 a.m.
Haitan	A. H. Stewart	FRI. 27th June at 1 p.m.

Arrivals and Departures from the Company's Wharf (near
Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
HANKOW	Tungshing	FRI. 20th June at 4 p.m.
TIEN-TSIN via W'wei	Cheongshing	FRI. 20th June at 4 p.m.
HAIPHONG	Loksang	FRI. 20th June at 8 a.m.
MANILA	Yuenang	FRI. 20th June at 3 p.m.
STRAITS and Calcutta	Namsang	SAT. 21st June at 3 p.m.
SHANGHAI	Wingsang	SUN. 22nd June at 4 p.m.
SHANGHAI	Kwo-gsang	SUN. 22nd June at 4 p.m.
KUBE	Fooshing	WED. 25th June at 4 p.m.
MANILA	Loongsang	FRI. 27th June at 3 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta,
via Singapore and Hongkong.Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally
calling at Shanghai.All steamers have excellent passenger accommodation, are fitted with Electric Light and
Fans and carry a fully qualified Surgeon.SHANGHAI LINE.—Sailings approximately every two days between Canton and Shanghai, sometimes
calling at Swatow. Steamers on this line have a limited amount of passenger accom-
modation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.
Through Bills of Lading are issued to all Northern and Yangtze Ports.MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-
modation, sailings from both ports every Friday.HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when
indicated.BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to
date accommodation for 14 passengers.Passengers are taken through Bills of Lading for Kaitum, Jesselton, Labuan, Tawau and Lahad Dato.
TIEN-TSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin
calling at Waihai and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settle-
ment, are required to produce on arrival at destination passports
with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

FOR NEW YORK

BLUE FUNNEL LINE

S.S. "EURYADES"

Will be despatched for NEW YORK via Panama, on Thursday
July 5th.

For Freight and further particulars, apply to—

BUTTERFIELD & SWIRE

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"Andes Maru" Saturday 21st June. (Call Marseilles).
"Amazon Maru" End of July.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.
"Siam Maru" Thursday 19th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.
"Hawaii Maru" Wednesday, 25th June.

BOMBAY & COLOMBO. Regular fortnightly service via S'PORE.
"Siam Maru" Thursday, 19th June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"Shisen Maru" 2nd July.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.
"Kohso Maru" Wednesday, 9th July.

VICTORIA, VANCOUVER & TACOMA VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.
"Mexico Maru" Wednesday, 25th June.

HAIPHONG—Three times a month service.
"Daitoku Maru" Wednesday, 18th June.

KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO VIA SWATOW AND AMOY.
"Soshu Maru" Thursday, 19th June.

KEELUNG VIA SWATOW AND AMOY.
"Kaijo Maru" Sunday, 15th June.

"Amakusa Maru" Sunday, 22nd June.

JAPAN PORTS—MOJI, KOBE, YAKKAICHI & YOKOHAMA.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745 No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO. LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODECAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG.

BANGKOK

and/or

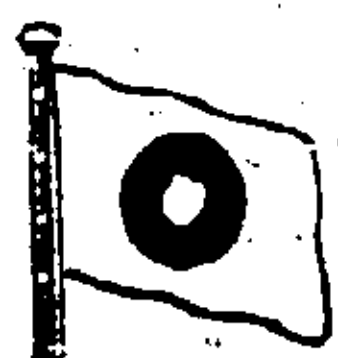
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEH.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE

(PACIFIC STEAMSHIP CO.)

TRANS-PACIFIC FREIGHT SERVICE.

S.S. "WEST MUNHAM"

will be despatched on or about July 2nd.

For SEATTLE, TACOMA & PORTLAND.

For SEATTLE, TACOMA VICTORIA, VANCOUVER

"WESTERN KNIGHT" About August 1st.

"WEST HEMATITE" About August 10th.

For SEATTLE, TACOMA & FORTLAND.

"WEST CELINA" About August 15th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2477 & 2478

5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER

"BESSIE DOLLAR"

SAILING DATE

about June, 29th

FOR SAN FRANCISCO.

"UNNAMED"

Early July.

"TANCRE"

30th July.

Through Bills of Lading issued to all parts of United States or Canada

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 14th July, to:—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Agents.

Telephone No. 1574.

VESSELS LOADING AND TO LOAD.

Destination	Vessel's Name	For Freight Apply To	To be Despatched
-------------	---------------	----------------------	------------------

JAPAN AND COAST PORTS.

Genoa and Bombay	Siam M.	O. S. K.	19, June
Shanghai	Suiyang	B. & S.	19, June
Takao via Swatow and Amoy	Soshu M.	O. S. K.	19, June
Shanghai and Kobe	Japan	P. & O.	19, June
Shanghai, Kobe and Yokohama	Toyo M.	N. Y. K.	19, June
Hankow	Tungshing	J. M. Co.	20, June
Tientsin via Weihaiwei	Cheongshing	J. M. Co.	20, June
Swatow, Amoy and Foochow	Haihong	D. L. Co.	20, June
Manila	Yuenang	J. M. Co.	20, June
Haiphong	Loksang	J. M. Co.	20, June
Straits and Calcutta	Namsang	J. M. Co.	20, June
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	21, June
Shanghai	Wingsang	J. M. Co.	21, June
Shanghai	Kwongsang	J. M. Co.	22, June
Keelung via Swatow and Amoy	Amakusa M.	O. S. K.	22, June
Shanghai and Tsingtao	Kwansee	J. M. Co.	22, June
Manila, Cebu and Iloilo	Taming	B. & S.	23, June
Shanghai, Kobe and Yokohama	Kitano M.	N. Y. K.	23, June
Shanghai	Tean	B. & S.	24, June
Swatow and Bangkok	Hupoh	B. & S.	24, June
Swatow, Amoy and Foochow	Quinnabang	D. L. Co.	24, June
Kobe	Fooshing	J. M. Co.	25, June
Weihaiwei, Chefoo & Tientsin	Fuichow	B. & S.	25, June
Manila	Loongsang	J. M. Co.	27, June
Swatow, Amoy and Foochow	Haitan	D. L. Co.	27, June
Java	Tjimanoeck	J. C. L.	28, June
Calcutta via Ports	Rangoon M.	N. Y. K.	28, June
Shanghai, Kobe and Yokohama	Shimbu M.	N. Y. K.	28, June
Singapore, Colombo & Bombay	Duners	P. & O.	7, July
Sydney and Melbourne	Kohso M.	O. S. K.	9, July
Calcutta via Ports	Calcutta M.	N. Y. K.	19, July
S'PORE, Penang, Rangoon & Calcutta	Japan	P. & O.	19, July

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

s.s. "KOREA MARU,"

From SAN FRANCISCO,

HONOLULU, JAPAN PORTS,

Wednesday, 18th June.

Consignees of cargo are hereby notified to present their Bill of Lading for counter-signature and take immediate delivery from alongside steamer or the Company's godown, where same will be examined, Wednesday, 25th June, at 10 A.M.

No Claims will be recognised after the goods have left the Steamer or Godown and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. DAIGO,

Manager.

Hongkong, 18th June, 1919.

CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship

"SADO MARU,"

having arrived from the above

ports, Consignees of Cargo are

hereby informed that their Goods

are being landed and placed at

their risk in the Hongkong and

Kowloon Wharf & Godown Com-

pany's Godowns at Kowloon,

where each consignment will be

sorted out mark by mark and de-

livery can be obtained as soon as

the Goods are landed.

Optional Goods will be carried

on unless instructions are given

to the contrary before NOON

TO-DAY.

Goods not cleared by the 23rd

June, 1919, will be subject to

rent.

Damaged packages must be left

in the Godowns for examination

by the Consignee's and the Co.'s

representatives at an appointed

hour on Tuesday & Friday. All

claims must be presented

within ten days of the steamer's

arrival here, after which date

they cannot be recognised. No

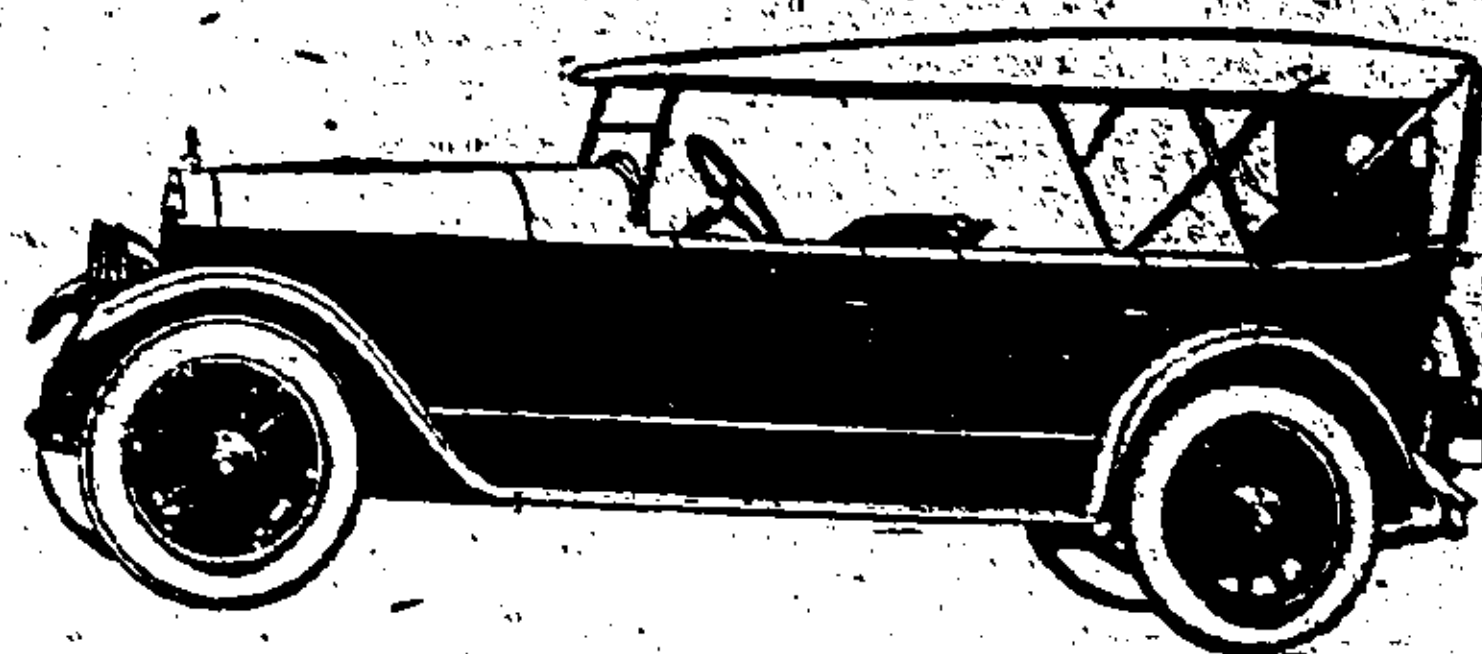
claims will be admitted after

the goods have left the Godown.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 16th June, 1919.



The Cole Aero-EIGHT

DOUBLE THE RANGE OF PERFORMANCE

HALF THE COST OF OPERATION

Eight Exclusive Body Styles

TOURING & SPORTING

MODELS IN STOCK

SHEWAN, TOMES & CO.,

MOTOR DEPARTMENT.

GARAGE: 7, RUSSELL STREET.

TEL. NOS. 659 & 781.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used At:—A.B.C. Fifth Edition:—Engineering, First and Second Edition:—Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—					
NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP	WIDTH OF DOCK OR SLIP	USE OF DOCK	
				FOR DOCK	FOR SLIP
KOWLOON					
No. 1 Dock, Kowloon	200'	12'	12'	12'	12'
No. 2 Dock, Kowloon	271'	12'	12'	12'	12'
No. 3 Dock, Kowloon	271'	12'	12'	12'	12'
Private slip, No. 4 Kowloon	200'	12'	12'	12'	12'
Private slip, No. 5 Kowloon	200'	12'	12'	12'	12'
SAIKOKEWU!					
Commercial Dock	200'	12'	12'	12'	12'
ABERDEEN					
East Dock	200'	12'	12'	12'	12'

REMEMBER
TEL. No. 977
FOR

MERCURY GARAGE

THE MOST
MODERN
CARS IN
TOWN.

"SCRIBBLING".

ON PLACING WORDS NEXT EACH OTHER.

For twenty years I have earned my living by a very curious trade. My trade consists in placing words next each other: large or small quantities of large or small words, the result being then sold for a large or small sum of money—as a rule, a small one. This is the trade of the author.

Words are the materials of my trade, and in consequence it is to my interest to collect and store in my brain as many words as I can. But I shall go down to the grave with thousands of words still lacking from my collection. My vocabulary, which is my source of supply for materials of my trade, and on which, therefore, I depend for means to pay my grocer, butcher, tailor, and landlord, will never be complete. But my anxiety to make it complete increases rather than diminishes.

There are various reasons why it is urgently necessary for me to add to the collection. Authorship consists in something more than merely making statements or telling stories. The job has to be done nicely, neatly, beautifully, interestingly. In brief, if not artistically at any rate in workmanlike fashion. This is difficult for the man short of materials from which to select. Not only is he hampered for want of words to express shades of meaning, but smoothness of flow in diction is impossible for him. And tautology is the deuce. I allude, of course, to unintentional and avoidable tautology. Sometimes a word is repeated because it must in the nature of the case be repeated; sometimes it is repeated deliberately for emphasis. But he is a happy author who has a sufficiency of synonyms in stock—metaphors, similes, figures of speech, epithets, idioms, turns of expression, euphemisms: see what a troop come crowding to meet even this small emergency; he is a happy author, I say, who can ring the changes in his phraseology and thereby put at least the polish of outward freshness on notions perhaps in substance stale.

For example: When I am confronted with the task of composing dialogue I am confronted with the task of finding variants of the verb "to say." I cannot forbear my readers off with columns and columns of alternating, "He said" and "She said." My hero must sometimes exclaim, cry, blurt, rap out, growl, grumble. My heroine must answer, reply, retort, and respond: I may permit her to sigh, falter, breathe, sob, whisper, and ejaculate. (Were she, and I, American, her eyes would also "snap.") And I can dodge the difficulty in other ways without failing to indicate, in the dialogue, which speaker is speaking—though my problem becomes desperately complicated in a roomful of people all of whom have to join in the debate. A roomful of people alarms me. It taxes my technique beyond what I know that technique to be at present capable of, and I disperse my chatterbox crew as soon as I can. Some day I shall be able to deal with inquisitive companies, but in the meantime prudence makes me stick to twos and threes where conversation is concerned, and I recommend anyone who may be "commencing author" to do likewise: the late-come is safe ground for the tyro.

Even the choosing of the names of characters in a story is not all plain sailing. That the names must be reasonably appropriate names is obvious. It is equally obvious that the use of the impossible-comic is past—we can no longer pass off Cherybles and Pecksniffs. And there are hundreds of reasonably appropriate names of which I, at any rate, fight shy, because their employment would tend to clumsiness of sentence-formation. I seldom use a surname ending in "ing." Were one of my characters given an "ing" name I should for ever be bothered with "ing" juxtapositions. "Harding, approaching the crossing. As for "ing" surnames which are themselves verbs of common nouns, I shun them, wholly. I might be tempted to introduce a Mr. Standing into my story. Standing is quite a good name; but no sooner have I steered him to the stage than we should be tripped up by "Mr. Standing was sitting."

For similar reasons I avoid names ending in "s" and "y." The "s" names are a nuisance when they suddenly become possessive. How can you make Ulysses possessive without twisting the tongue? "Ulysses's" is horrid. The "y" names are more of a trouble and temptation. English girls insist on being baptised with Christian names ending in the penultimate letter of the alphabet; at least the lovable, pretty ones seem with inevitableness to be labelled thus, either as, for instance, Daisy, or in affectionate diminutives—Dolly, Gertrude, Molly, and so on. Only the narrator who eschewed adverbs could afford to burden his story with a cast of y-named girls. The English language abounds in words, by no means all of them adverbs, which end in that offensively false "y"; and a sentence which has one needless "y" in it, the "y" of a name which, if the author had exercised enough foresight, might have ended in some other letter—well, it is a less euphonious sentence than it should have been.

I admit that many very successful novelists splash their pages with characters whose names end in "s" and "y" and "ing." Wells does it incessantly, and I am consumed with astonishment at his gift for avoiding what would seem to me to be the inevitable crop of dissonance. He can call his heroes "Mr. Polly" and "Kippis"! And in a serious novel he can introduce us to a "Lord Boom"! However, Wells is Wells. Lesser folk must be more circumspect; they dare not jest with their job. For me, if I am tackling a tale, it is a case of sitting down first of all and with sober caution drawing up a list of the characters. Rarely is the list unrevised. I hate to see two characters adopting the same initial; it displeases me when that initial recurs prominently in the print—e.g., when Percival meets Priscilla or Mr. Cartwright woos Missa Caroline. Nor may two characters' names end with the same letter of the alphabet, or rhyme, for this results in a bad eye and ear effect; nor must the syllabification of characters' names be either monotonous or jerky. I welcome, in moderation, suitable nicknames. The character owning a nickname is always easily juggled with, both in dialogue and in action. But oh, how carefully must his nickname be fitted to him!

Yes, it is a curious trade, this of placing words next each other. I have no desire to exaggerate its difficulty—although in my secret soul I do consider it difficult. But it is allowable, without making a fuss about the labour of writing, to have a respect for writing. No professional author ever speaks of writing as "scribbling." "Scribbling" is of the amateur or the layman ignoramus. When a friend (who piles up a fortune by buying cheap and selling dear an assortment of wares which he did not produce and indeed has never clapped eyes on) cheerfully asks me, "Been doing any scribbling lately?" I feel an impulse to murder him. I may not write well, but by heaven! I do not scribble. The trade of authorship may only consist in placing words next each other—but he is an ass who thinks that just any old words will do. Ward Muir in the Manchester Guardian.

DENMARK'S WAY WITH BOLSHEVISM.

ELIMINATED HUNGER BY
PAYING UNEMPLOYED.

Denmark—the country that has set the world an example in many ways—thinks it has found an effective way to combat Bolshevism. It has met the Bolsheviks, armed with Russian rubles though they were, without wholesale arrests or prosecutions. It has done it simply by eliminating the worst result of unemployment, hunger.

How the Danish Government met the new wave of Bolshevism coming out of Russia and finding fertile soil in Denmark, where an old form of Bolshevism was known since long before the war as "syndikalism," a labour movement which developed along lines almost parallel to the I. W. W. agitation, was told to the New York Evening Post by Dr. Max Henius, of Chicago, president of the Jacob A. Riis League of Patriotic Service, and a noted chemist. Dr. Henius has just returned to this country from a two months' stay in Denmark, where he was born.

Dr. Henius said that last fall "Syndikalism," or Bolshevism, appeared in unusual strength among the seamen of Denmark. The striking radicals who agitated for the overthrow of the Government and the seizure of industries by the workers, were clubbed into silence temporarily by the police and the army. However, the Danes soon found that the movement could not be downed by force. The signing of the armistice caused great changes in the industrial life of the land, with consequent unemployment.

Henius said there was little doubt that the Russian Government was spending money freely to win converts, and the Danish authorities had to assume strong supervision over the agitators. "But the Bolsheviks kept on staging their variety shows," said Dr. Henius, "till the Government decided to destroy the arguments of the malecontents by paying every unemployed person two-thirds the salary earned while employed in his regular trade or profession. This measure abolished hunger or prospects of hunger, and provided moreover, many other necessities, such as fuel and at least the minimum amount of clothing needed. The Bolsheviks were robbed of their strongest offensive weapons. The Reds might continue their agitation; they could accomplish nothing with persons of radical tendencies who felt disinclined to destroy or hamper the Government that was feeding and housing them."

Dr. Henius in this connection said he firmly believed the Allied Powers ought to study Denmark's experiment with the Bolsheviks, and apply the Danish remedy where it was most needed in Germany. He said there could be little doubt that food conditions were extremely bad in Germany, especially in the larger cities. He suggested that the Allies permit Denmark to ship food into the country under supervision of Allied representatives to see it reached the classes which were suffering the most.

"For instance, if the Allies permitted the importation of oil cake from Germany as cattle fodder to Denmark in return for the sale of milk to Germany, I believe the Spartacan troubles would receive a severe setback," continued Dr. Henius. "Denmark has lost 30 per cent. of its milk cows during the war, but if the Danish dairy farmers, the most expert in the world, could get oil cake which Germany can supply, Denmark in turn could milk feed 20,000,000 persons in Germany, that is, supply them with all the milk they require. Denmark could, of course, sell other foodstuffs as well to the Germans. I believe the Danes would welcome this arrangement in spite of the fact that they have had no sympathy with the German cause during this war."

Dr. Henius said the topic uppermost in the minds of the Danish people since the signing of the armistice was the return of Danish Schleswig. The Danes are making preparations for recovering part of the land taken by Prussia in 1864. Of late mass meetings have been held throughout the country for discussion of the new boundary line. There is some difference of opinion as to how much of Schleswig should revert to Denmark, but the majority of the Danes, as well as the Government, Dr. Henius said, favoured the language line, running in a general northwesterly direction from a point north of the city of

MURDER REVEALED BY CLAIRVOYANT.

TRIAL FIVE YEARS AFTER
THE CRIME.

One of the most mysterious crimes in the French police annals will have its sequel next month in the trial of an engineer named Pierre.

The crime occurred as long ago as December 30, 1913. Louis Cadiou, proprietor of a gun cotton factory at Landerneau, near Brest, disappeared mysteriously. His wife, awaiting him in Paris, telegraphed to the factory engineer, Pierre, for news concerning his non-arrival. Pierre replied expressing anxiety regarding Cadiou's fate.

The police concluded that Cadiou must have been murdered on December 30, but a person stated he had seen him in the town on January 2.

No trace of the body was found until a relative of Cadiou consulted a clairvoyant, who gave certain indications which led Cadiou's brother to go to a secluded wood near the factory, where he discovered the body of his brother. The victim's throat had been cut, and Pierre was arrested on a statement by a workman that he saw Cadiou and Pierre in a heated discussion walking towards the spot where the body was found.

Certain persons believe that Cadiou committed suicide and carefully staged his act in order to allow his wife to claim his insurance money.

A sensational development occurred during the second autopsy, when a doctor discovered a fatal bullet wound in the back of the victim's neck. The gash in the throat was presumably inflicted afterwards by the murderer in a fury of hate. It was proved that Pierre had a revolver, which could not be found since the murder. He strongly protested his innocence, and was released provisionally. When war broke he was called to the colours and did duty bravely, but he must now stand his trial for a crime which still remains wrapped in mystery.

Flensburg to the North Sea south of the city of Hojer, and taking in the island of Rømo.

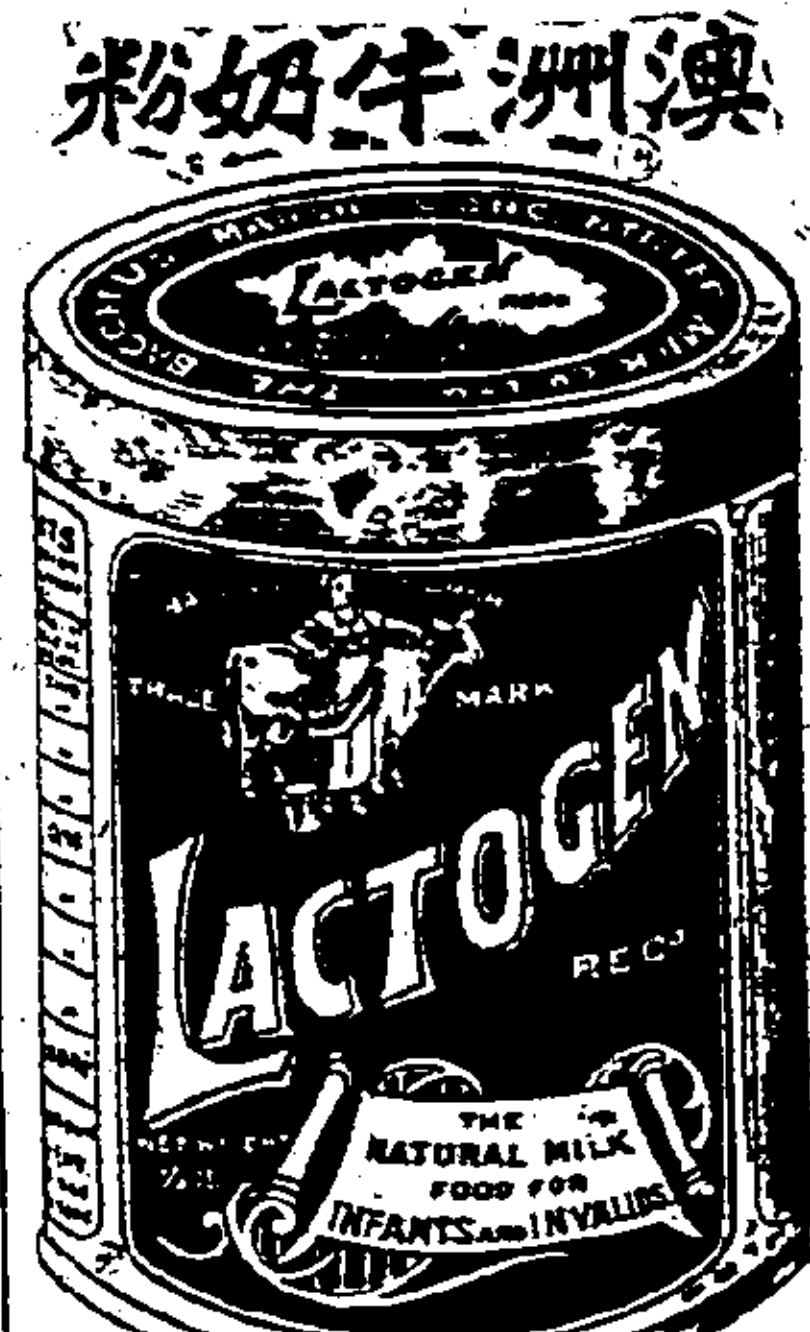
The territory north of this line has a population of between 150,000 and 160,000, practically all Danish. There is a strong admixture of Danish blood south of this line, however, and there are sharply divided opinions on whether or not Denmark should claim the important city of Flensburg, which has a population of 70,000, and the best harbour in the province of Schleswig. Dr. Henius said there was little doubt that the city was now predominantly German. The population in 1864 numbered only 20,000. It has been one of the boom cities of the German Empire of late years. Dr. Henius said that election returns of the municipality indicated 90 per cent. German population, although many Danes might have voted for German candidates for the sake of safeguarding their personal interests.

It is not expected that a plebiscite will be taken in Schleswig, although Dr. Henius believed that even a larger territory than that claimed by the Danes would vote for a union with Denmark, for many Germans would for self-interest prefer Danish rule, as it would relieve them from carrying their share of the financial burdens of the future which Germany must bear.

"I found a great change in public feeling toward the United States," said Dr. Henius. "I was in Denmark about two years ago, and people then wondered at our neutrality. The Danish people—at that time, although friendly towards this country, thought that our first interest lay in business. This time I heard expressions of amazement everywhere over what the United States had accomplished in preparing for the war, and admiration for our unselfish motive in joining the Allies. Not very many nations have declared war without demanding some rewards for the sacrifice."

"It is difficult to explain in this country how the Danish people feel about President Wilson. It is not too much to say that he is admired, even adored as no other person in public life. The Danes feel that he stands for the highest ideals of government. They have a profound faith in his integrity, firmness, and ability to do some of the curable historic wrongs of Europe."

理代泰豐
A Finer Milk Food for Infants
Invalids and Nursing Mothers cannot
be Obtained
A large consignment just to hand



SHIU FUNG TAI & Co.,
Agents:
For Hongkong and South China.
No. 47 & 48, Collyer Quay Central,
Hongkong.
Telephone Nos. 1239 & 3230.

WARNING

The undersigned have received information to the effect that a brand of condensed milk labelled Carnation MILK is being placed on this market. Consumers and Dealers are warned that the undersigned are exclusive agents in China for the Carnation Milk Products Co. of Seattle, Washington, and that they have not imported any tins labelled as above but that all tins imported by them are labelled "CARNATION CREAM" and are lacquered on top and bottom of tins.

THE ROBERT DOLLAR CO.
Ray E. GUNN
Manager.
Hongkong, 17th June, 1919.

NIGHT-TIME IS THE RIGHT TIME

to take Pinkettes, the gentle little laxatives. Their good effects are experienced next morning, and without griping or purging.



dispel constipation, cure biliousness, sick headaches, liverishness, coated tongue, foul breath. Obtainable from dealers everywhere, or at 60 cents the vial, from The Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

MISSIONARY'S RECORD.

When the Africa Maru sailed from Yokohama on June 4 it carried one who might be called "the oldest foreign resident of Yokohama." He is the Rev. J. H. Ballagh, D.D., who is nearly 82 years old, with a record of 53 years in missionary work in Japan.

WOMEN AS SECRET-KEEPERS.
Ten Japanese women typists have been engaged by the Foreign Office at salaries in advance of the usual figure because of their ability to keep a secret. And the secrets are many and weighty in their work in the Treaty Commission room which, chiefly relates to revision of treaties with the Powers to conform with post-war conditions. Relying on the ponderous phraseology not to attach itself to the memory of the female typists, the women are prohibited to take home with them even a scrap of paper which might contain bits of the text of these proposed agreements.

NEW ADVERTISEMENTS.

A MUSICAL TREAT AT THE VICTORIA. ON THURSDAY NIGHT.

THE ITALIAN ARTISTS, PROFESSOR MANNELLI & MISS FANY, HAVE BEEN ENGAGED TO APPEAR A FEW NIGHTS AT THE VICTORIA. CHANGE OF PROGRAMME EVERY OTHER DAY. COME & HEAR THEM. THEY ARE ARTISTS OF THE FRONT RANK.

DON'T MISS THIS OPPORTUNITY.

LIBBY'S CONDENSED MILK



JUST ARRIVED

FRESH SHIPMENT OF LIBBY'S MILK

30c. per tin or \$3.50 dozen

ONCE TRIED ALWAYS USED

LANE, CRAWFORD & CO.

FOR SALE

FOR SALE—Motor Boat
"Jess," 14 H.P. Apply
Ralph W. Weymouth 11, Ice
House Street.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 19th June, 1919.

commencing at 11 a.m.

At No. 2 Saifee Terrace (ground floor) Kowloon

A Quantity of Valuable Household Furniture

(Full particulars from catalogue)

On view from Wednesday, the 18th inst.

Terms: Cash on delivery.

Geo. P. LAMMERT,

Auctioneer.

WISEMAN, LTD.

TEA DANCES

will be

DISCONTINUED

until further notice.

D. M. GOODALL,

Manager.

PHONE 407.

VICTORIA DISPENSARY.

NOTICE

The business hitherto conducted by the above pharmacy at 32, Queen's Road, Central will on 15th June next be transferred to A. S. Watson & Co. Ltd., the Hongkong Dispensary, who will take over the stocks, proprietary medicines and prescription books. Customers requiring prescriptions repeated will on and after the date aforesaid be able to get them dispensed at the Hongkong Dispensary.

F. W. STAPLETON,

Manager.

WAR DEPARTMENT CONTRACTS.

Sealed Tenders will be received at the Headquarters Offices, Victoria Barracks, Hongkong, until 12 o'clock noon on the 30th June, 1919, for the Supply of Indian Supplies for the period 10th September, 1919, to 10th July, 1920.

Forms of Tender and other particulars may be obtained from the Office of the D.A.D. of S. & T. at the Headquarters Offices.

ALL PERSONS, with the exception of those of Chinese race, desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily, AT THE PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 23rd day of June, 1919, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Kennedy Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Boundary Measurements	Area	Containing	Annual Rent	Total Rent
1	100 ft. by 100 ft.	10,000 sq. ft.	100 ft. by 100 ft.	100 ft. by 100 ft.	100 ft. by 100 ft.
2	100 ft. by 100 ft.	10,000 sq. ft.	100 ft. by 100 ft.	100 ft. by 100 ft.	100 ft. by 100 ft.
3	100 ft. by 100 ft.	10,000 sq. ft.	100 ft. by 100 ft.	100 ft. by 100 ft.	100 ft. by 100 ft.
4	100 ft. by 100 ft.	10,000 sq. ft.	100 ft. by 100 ft.	100 ft. by 100 ft.	100 ft. by 100 ft.
5	100 ft. by 100 ft.	10,000 sq. ft.	100 ft. by 100 ft.	100 ft. by 100 ft.	100 ft. by 100 ft.
6	100 ft. by 100 ft.	10,000 sq. ft.	100 ft. by 100 ft.	100 ft. by 100 ft.	100 ft. by 100 ft.
7	100 ft. by 100 ft.	10,000 sq. ft.	100 ft. by 100 ft.	100 ft. by 100 ft.	100 ft. by 100 ft.
8	100 ft. by 100 ft.	10,000 sq. ft.	100 ft. by 100 ft.	100 ft. by 100 ft.	100 ft. by 100 ft.
9	100 ft. by 100 ft.	10,000 sq. ft.	100 ft. by 100 ft.	100 ft. by 100 ft.	100 ft. by 100 ft.
10	100 ft. by 100 ft.	10,000 sq. ft.	100 ft. by 100 ft.	100 ft. by 100 ft.	100 ft. by 100 ft.

LIBBY'S

THE BRAND YOU CAN TRUST

LIBBY'S FOOD PRODUCTS
ARE GUARANTEED TO PLEASE.
INSTRUCT YOUR COOK
TO ASK FOR

LIBBY'S BRAND

IT COSTS NO MORE AND YOU
WILL GET

FIRST QUALITY
CANNED FOOD'S
CONNELL BROTHERS CO.
SOLE AGENTS FOR CHINA.

Sole Agents: **Studebaker** Tel. No. 1913.
THE CONNAUGHT MOTOR CAR COMPANY, 28, Des Voeux Rd. Central. G.P.O. Box 444.

A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car
At a price within the reach of all.

A Consignment of Studebakers has just been landed.
Inspection and Enquiries are cordially Solicited.

Madame Libby

having received information from France

that she may

at present, rely on getting regular

shipments of material from Home, begs

to inform her Clients that she will now

Sell Everything Per Yard,

reserving only certain lines for her

Dressmaking Department

JUST ARRIVED.

PONGEE SILK SUITABLE FOR GENT'S AND LADIES' SUMMER
SUITS, DRESSES, SHIRTS, BLOUSES AND UNDERWEAR.
LACE AND EMBROIDERED LADIES' UNDERGARMENTS.
SWATOW DRAWN WORKS, EMBROIDERIES ON SILK AND
GRASS LINEN.

LACE COLLARS, AND OTHER ARTICLES, ETC.

FILET LACES OF NEW PATTERNS.

BEST QUALITIES, LATEST DESIGNS, MODERATE PRICES
INSPECTION CORDIALLY INVITED.

SWATOW DRAWN WORK CO.
No. 14, DES VOEUX ROAD, CENTRAL.
PHONE No. 1251

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LIMITED.

AND
CHINA MUTUAL STEAM
NAVIGATION CO. LTD.

Consignees per Co.'s Steamer
"KINGCHOW"
are hereby notified that the Car-
go will be discharged into the
Wharf, Kowloon, where it will
lie at the Consignees' risk. The
Cargo will be ready for delivery
from Godown on and after 16th
June.

Optional cargo will be landed,
unless notice has been given prior
to steamer's arrival.

All broken, chafed, and damaged
goods are to be left in the
Godowns, where they will be
examined on any Tuesdays and
Fridays between the hours of
10.45 a.m. and noon within the
free storage period.

No claims will be admitted
after the Goods have left the
steamer's Godown, and all Goods
remaining undelivered after the
23rd June, will be subject to
rent.

All Claims against the Steamer
must be presented to the under-
signed on or before the 7th
July, or they will not be
recognised.

No Fire Insurance will be
affected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th June, 1919.

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"GAELIC PRINCE"

Having arrived from the above
Port, Consignees of Cargo are
hereby informed that their goods
are being landed at their risk into
the Godowns of the Hongkong
and Kowloon Wharf and Godown
Company, Limited, Kowloon, and
stored at Consignees' risk and
expense.

Consignees of cargo are hereby
notified that they must produce
an Import Permit issued by the
Superintendent of Imports and
Exports, Hongkong, before Bills
of Lading can be counter-signed.

All broken, chafed, and damaged
goods are to be left in the
godowns, where they will be ex-
amined on FRIDAY, 20th
inst. at 10 a.m.

All claims must be presented
within FIFTEEN DAYS of the
steamer's arrival here, after
which date they cannot be recog-
nized.

No claims will be admitted
after the goods have left the
Godowns, and all Goods remain-
ing undelivered after the 23rd
inst. will be subject to rent.

No Fire Insurance has been
signed by

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 16th June, 1919.

KONINKLIJKE PAKETVAERT MAATSCHAPPIJ

NOTICE TO CONSIGNEES

From SINGAPORE, PENANG
& BELAWAN DELI.

THE Steamship

"Van WAERWYCK"

having arrived from the above
ports, consignees of cargo by her
are notified that all goods are
being landed at their risk into the
hazardous and/or extra-hazardous
godowns of the Hongkong and
Kowloon Wharf and Godown
Company, Ltd., whence and/or
from the Wharf delivery may be
obtained.

Goods not cleared by the 21st
instant, will be subject to rent.
All broken, chafed and damaged
goods are to be left in the
godown, where they will be
examined on the 20th instant
at 10 a.m. by Messrs. Goddard &
Donnelley.

Claims against the steamer
must be presented in writing
within ten days after arrival of
steamer, otherwise they will not
be recognized.

No Fire Insurance will be
affected by the undersigned in
any case whatever.

Bills of Lading will be counter-
signed by

JAVA-CHINA-JAPAN L.I.N.

Agents.

Hongkong, 14th June, 1919.

THE HONGKONG & SOUTH CHINA WAR SAVINGS ASSOCIATION

APPLICATION forms for
Membership of the above
Association may be obtained
from all the Banks or from the
undersigned.

THE UNION INSURANCE
SOCIETY OF CANTON, LTD.
Honorary Secretaries &
Treasurers.

Hongkong, 15th January 1919.

LESSONS IN CHINESE

MR. LI HON FAN, a Chinese graduate
versed in literature, has been a teacher to Eu-
ropean Officers and Merchants in this colony for
many years.
He has a good method of teaching Europeans to
pass in the Chinese examination, and is pre-
sented with a certificate as an Honorary Teacher.
He has a good knowledge of Mandarin and Cantonese.
Those who intend learning the Chinese language
are requested to write to Mr. Li Hon Fan, at the
Office of the Chinese Language School, No. 124
Queen's Road, East, or to Messrs. Ribeiro and
Sims, Old Supreme Court, Ground-floor.

**MARTIN'S
APOLI-STEEL
PILLS**

A French Remedy for all Rheumatic
Pains. It is a powerful and safe
remedy for all kinds of Rheumatism,
Gout, Gravel, Neuralgia, Sciatica,
and all other forms of Rheumatism.
It is sold in all the principal
pharmacies and chemists.
BOTTLED BY
MARTIN'S
APOLI-STEEL
PILLS

EXCHANGE

SELLING.

NT Demand 3/6 3/4
10 d/s 3/7 1/16
10 d/s 3/7 3/16
4 m/s 3/7 5/16

NT Shanghai Nom.

NT Singapore 152

NT Japan 162

NT India Nom.

NT Demand India Nom.

NT San Francisco 324

NT co & New York 206

NT Java 206

NT Marks Nom.

NT France 322

NT Demand Paris 522 1/2

BUYING.

4 m/s L.C. 3/8

4 m/s D.P. 3/8 1/4

6 m/s L.C. 3/8 1/4

10 d/s Sydney and Melbourne 3/8 1/4

10 d/s San Francisco 83 3/4

co & New York 83 3/4

1 m/s Marks 539 1/2

1 m/s France 544 1/2

1 m/s Demand Germany 85 3/4

NT Bombay Nom.

NT Demand Bombay Nom.

NT Calcutta 170

NT Demand Calcutta 170

NT Demand Singapore 152

NT Demand Haiphong 434

NT On Bangkok 434

NT Foreign 555 Nom.

Gold leaf per Tael 36.60

Bar Silver, per oz 54 3/4

SUBSIDIARY COINS

DISCOUNT PER \$100:

H'kong 50 cts sub. 8 1/2 per

" 10 " 4 1/2 per

" 5 " 4 1/2 per

C. coins 4 1/2 per

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

THE Steamship

"PERSIA MARU."

Steamer arrived from SAN
FRANCISCO, JAPAN PORTS.
Friday, 13th June.

Consignees of cargo are hereby
notified to present their bills of
lading for countersignature and
take immediate delivery from
alongside steamer or the com-
pany's godown, where all cargo
impeding immediate discharge
will be landed at consignees' risk.

Storage charges will be as-
sessed on cargo remaining un-
delivered on and after Saturday,
21st June.

All broken, chafed and damaged
packages will be landed into the
company's godown, where same
will be examined on Friday,
20th June, at 10 A.M.

No claims will be recognized
after the goods have left the
steamer's godown, and none will
be entertained if presented later
than three weeks after arrival of
steamer.

No Fire Insurance whatever
will be effected.

T. TAIGO,
Manager.

Hongkong, 13th June, 1919.

THE BANK OF CHINA

Specialty authorized by China
Presidential War Bonds of 1911
November, 1911.

Authorized Capital \$20,000,000.00
Paid-up Capital \$12,578,500.00
Reserve Funds \$3,197,400.00

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(North): Miyun, Chobien, Pabian,
Niutuan, Hsianhsia, (Chihli):
Tientsin, Paoan, Latai, Tsin-
hsien, Sangfang, Shenteh, Tan-
shan, Taming, Chobien, Weisien,
(Manchuria): Changchun, Moukden,
Kirin, Tsitsihar, Newchang, Liao-
yuanchow, Reho, Hsinmiao,
Taonanfu, Harbin, Dalai, Antung,
Tiching, Chinghsien, Sifeng, Huai-
suifu, Hsianfu, Ninguta, Kung-
chuling, Liao-yang, Fuyu, Yenchu,
Kaipingien (Hupoh): Hankow,
Shasi, Ichang, (Hunan): Changsha,
(Kiangsu): Shanghai, Nanking,
Soochow, Yangchow, Chinkiang,
Wusih, Hanchow, Tientsin,
(South): Tientsin, (Shantung):
Tsinan, Tsingtao, Chefoo, Tenghsien,
Liaohsien, (Shansi): Taiyuanfu,
Yunhsien, Sinkianghsien, Tientsin,
(Honnai): Kaifeng, Chowkiakow,
Hsienhsien, (Kwangtung): Hongkong,
Canton, Swatow, Kiangchow, Fu-
kien): Foochow, Amoy, Hankow,
Canton, Kiangchow, Swatow, San-
tiao, (Chekiang): Hanchow, Shao-
shiao, Hanchow, Kashing, Wenchow,
Ningpo, Lanchi, Yuyao, Haimen,
(Kiangsu): Nanchang, Kinkiang,
Kanchow, Chintehchen, Chian,
(Anhui): Wuhu, Anking, Pangfo,
Luchow, Tientsin, Tungki, Loai,
(Szechuen): (Kweichow): Kweichow,
fu, (Shansi): Sianfu, Hanchungfu,
(Suiyuan): Kweichow, Paotow-
chow (Tshan): Kalgan Fengchen,
(Urgh): Urga, Hakiatan.

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Interest allowed on current ac-
counts and fixed deposits. Terms
on application. Every description of
Banking Business transacted. Loans
granted on approved securities.
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TSUYEE PUI,
Manager.

RAMSAY & CO.

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TYPEWRITERS ALWAYS IN STOCK AND
SOLICIT YOUR KIND INSPECTION.

WE SPECIALISE IN TYPEWRITER
REPAIRS WHICH ARE EXECUTED BY
EXPERT MECHANICS.

WE ARE IN THE BEST POSITION TO
SUPPLY TYPEWRITER REQUISITES
STYD US YOUR OFFICE FOR RIBBONS
CARBON PAPER, ETC.

PEAK TRAMWAYS CO. LTD

TIME TABLE

WEEK DAYS.

8.00 a.m. to 8.00 a.m. Every 15 min.

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Kirin, Tsitsihar, Newchang, Liao-
yuanchow, Reho, Hsinmiao,
Taonanfu, Harbin, Dalai, Antung,
Tiching, Chinghsien, Sifeng, Huai-
suifu, Hsianfu, Ninguta, Kung-
chuling, Liao-yang, F

NOTICES

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Banks.	
H.K. & S. Banks	\$685
Marine Insurances.	
Cantons	n. \$437 1/2
North Chinas	n. \$220
Unions	n. \$180
Yangtses	n. \$242 1/2
Far Easterns	n. \$26
Fire Insurances.	
China Fires	n. \$141
H. K. Fires	n. \$328
Shipping.	
Douglases	b. \$94
Steamboats	b. \$23 1/2
Indos (Pref.)	n. \$32
Indos (Def.)	n. \$154
Shells	n. 195/-
Ferries	n. \$33 1/2
Refineries.	
Sugars	b. \$156 1/2
Malabons	b. \$39
Mining.	
Kailans	b. 50/-
Langkats	b. 50/-
Shanghai Loans	b. 119 1/4
Shai Explorations	b. 2
Raubs	b. 2
Tronohs	n. 44/6
Urals	n. 52/6
Docks, Wharves, Godowns, &c.	
H.K. Wharves	b. \$92 1/2 sa. 93
K. Docks	b. \$153 1/2
Shai Docks	b. \$134 1/2
N. Engineerings	b. \$25
Lands, Hotels & Buildings.	
Centrals	n. \$112
H.K. Hotels	b. \$101
L. Inves t.	b. \$115
H. phreys Est.	sa. \$3
K. loon Lands	b. \$46
L. Reclamations	n. \$175
West Points	n. \$80
Cotton Mills.	
Ewos	b. t. 275
Kung Yiks	b. t. 35
Lau Kung Mows	n. t. 192 1/2
Oriental	n. t. 91
Shai Cottons	b. t. 187 1/2
Yangtzepeos	b. t. 13
Miscellaneous.	
Cements	b. \$7.90
China Borneos	b. \$12 1/2
Do. Light b. \$5 1/2 old b. 1.30 new	
China Providents	b. \$7.60
Dairy Farms	b. \$28
Electrics H.K.	b. \$73
Electrics Macao	n. \$31 1/2
Hongkong Ropes	b. \$31
Hk. Tramways	n. \$7 1/2
Peak Trams, old	b. \$7 1/2
Do. new	b. cts. 80
Steam Laundries	b. \$3 3/4
Steel Foundries	n. \$12
Water-boats	b. \$13 1/2
Watsons	b. \$5
Wm. Powells	b. ex. div. \$11 1/2
Wisemans	b. \$29

NOTICE



MITSUBISHI SHOJI KAISHA, LTD.

(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.
SOLE PROPRIETORS OF
YAMAGUCHI, OCHI, MUTSU, KUMADAKE,
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KANADA, SHIMIZU, KAMAYAMA, WAKAI,
and OYABASHI COAL MINES.
Agents for SAKITO COAL.

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A beautiful scenic, a revelation of the beauty of that country.

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Always a success with HAROLD LLOYD, the inimitable comedian.

THURSDAY MATINEE

THE EDUCATION OF MR. PIPP.

(in 5 parts)

THE CORONET

PRESENTS

Ambassador James W. Gerard's

"MY FOUR YEARS IN GERMANY"

FOR ONE NIGHT MORE

at 5.15 & 9.15 p.m.

PRICES:

9.15 p.m., \$2.00 & \$1.00

5.15 p.m. \$1.00 & 60 cts.

Booking for 9.15 p.m. at ROBINSON'S.

HOTELS.

The Hongkong Hotel Co., Ltd.

Operating:—
THE HONGKONG HOTEL The leading Hotel in the Far East.
THE REPULSE BAY HOTEL The coming seaside resort of South China.
(opening in the Summer of 1919)
THE HOTEL MANSIONS (The headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.)
The Hotel Company, having recently extended their cold storage plant and instituted motor transportation, are specializing in outside catering such as banquets, dances, picnics, etc., and are prepared to supply all necessary equipment, decorations, furnishings, and music.
Quotations may be obtained on application at the Hotel Main Office, or representative will call on communicating with
Telephone No. 433, Catering Department.
Telephone No. 1673, Manager.
J. H. TAGGART, Manager.

KINGSCLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London; W.)

THE CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY)

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Nice and quiet, yet only a few minutes' walk from the Banks and Central District. 42 Bedrooms. Excellent Cuisine. Engraving, Photo, and Mounting. Most of family cases on application to the Proprietor, Mr. Wilson.
Telephone 812. MRS. F. E. CAMERON.

Printed and Published for the Proprietor by Wilson at 11, Los Angeles Street.

SHIPPING.

VESSELS ARRIVED.

JUNE 18.

Taming, 1356, Br. Capt. Tucker.
Mahila, B. & S.—Mooring.—C 36.
Suiyang, 1594, Br. Capt. Gibbs.
Shanghai, B. & S.—Mooring.—C 18.
T. Murell, 2598, Amer. Capt. McLellan, Manila, American Consal.—Mooring.—B 9.
Siam Maru, 2815, Jap. Capt. Imazume, Yokohama, O.S.K.—Mooring.—K. Wharf.
Prometheus, 1024, Nor. Capt. Amelle, Hongay, Thorensen.—Mooring.—T. K. Wharf.
Kwanglee, 1468, Chn. Capt. Tangata, Canton, C. M. S. N.—Mooring.—Wharf.
Kaifong, 987, Br. Capt. Cogan, Haiphong, B. & S.—Mooring.—C 43.
Euryades, 3630, Br. Capt. Jones, Milke, B. & S.—Mooring.—A 23.
Innamineka, 1215, Br. Capt. Greasen, Singapore, B. & S.—A 4.
Hanamet, Amer., 2073, Capt. Lennor, Saigon, Lee Yuen.—Mooring.—A 25.
Hanoi, 739, Fr. Capt. Morvan, Haiphong, Lapique.—A 23.
Kashima Maru, 1473, Jap. Capt. Osakura, C. W. Tao, Dodwell.—Mooring.—B 32.
Korea Maru, 6101, Jap. Capt. Ota, San Francisco, T. K. K.—Mooring.—A 2.

VESSELS CLEARED.

Suiyang for Canton.
Changchow for Yokohama via Swatow.
Pak Wo for Shanghai.
Cheong Shing for Canton.

POST OFFICE.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use landed in at the G. P. O. will be packed and forwarded to them free.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

INWARD MAILS.

Australia and Manila.—Per NIKKO MARU, 18th June.
Straits.—Per CHEKIANG, 18th June.
Europe, Straits and Haiphong.—Per NERA, 18th June.
Straits.—Per TOYO MARU No. 2, 20th June.
Shanghai and China.—Per EMPRESS OF JAPAN, 20th June.
Straits & Colombo.—Per KITANO MARU, 22nd June.
Canada, U.S.A. and Shanghai.—Per CHINA, 24th June.
Straits.—Per HWAHSIN, 24th June.
Straits.—Per PROSPEK, 24th June.

OUTWARD MAILS.

TO-MORROW.

Swatow, Amoy and Formosa via Takao.—Per SOSHU MARU, 19th June, 8 a.m.
Saigon.—Per MAUSANG, 19th June, 10 a.m.
Straits and Bangkok.—Per GWENETH, 19th June, 11 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay, Aden, and Egypt.—Per SIAM M., 19th June, 1 p.m.
Philippine Islands.—Per GAELIC PRINCE, 19th June, 3 p.m.
Japan via Nagasaki.—Per NIKKO MARU, 19th June, 5 p.m.
Shanghai and North China.—Per SUIYANG, 19th June, 5 p.m.

FRIDAY, 20TH JUNE.

Japan via Moji.—Per TOYORA MARU, 20th June, 9 a.m.
Haiphong.—Per HANOI, 20th June, 9 a.m.
Shanghai and North China Japan via Kobe.—Per NERA, 20th June, 9 a.m.
Shanghai and North China.—Per PAKHOI, 20th June, 11 a.m.
Swatow, Amoy and Fochow.—Per HAIHONG, 20th June, 1 p.m.
Philippine Islands.—Per YUEN-SANG, 20th June, 2 p.m.

PASSENGERS DEPARTED.

Per s.s. PERSIA MARU, June 18th, 1918.
Bosch J B M Joao da Costa
Mr & Mrs Mr & Mrs
Chin Ying Nam Nishimura R
Ellerman L E Ong Pook Sue
Miss Pfleger Jos
Ezerman J L F Pik A Mr & Mrs
Fox A J Ryland W A
Gray J R Reich S Mrs
Gilnicki R L H Reich W
Hamaker C M Spillenaar Mr & Mrs
Mr & Mrs
Horiuchi Shimada S
Herdes F C Miss Sagaura Y
Jory R J Serry L
Kyburz J Thibault L H
Kin Yamei Miss
Lillie Miss C C Tucker H P
Mesquitello Tavaia M

TIDE TABLE

from 16th June to 22nd June

Day	Month	High Water	Low Water	Mean Time
16	June	5.25	1.15	11.15
17	June	5.35	1.25	12.15
18	June	5.45	1.35	13.15
19	June	5.55	1.45	14.15
20	June	6.05	1.55	15.15
21	June	6.15	2.05	16.15
22	June	6.25	2.15	17.15

WEATHER REPORT.

June 18d. 11h. 50m.—No returns from Japan, Vladivostok and Weihaiwei. Pressure has decreased slightly over Indo-China and the Philippines, and increased slightly elsewhere; it is lowest over South China and Hongkong.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 141.77. Total since January 1st 2135 inches, or an average of 32.51 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	S.W. winds, moderate; fair.
2 Formosa Channel	The same as No. 1.
3 South coast of China to the same as H.K. and Loochoo Is. as No. 1.	The same as No. 1.
4 Southeast of China to the same as between H.K. and Hainan, as No. 1.	The same as No. 1.
C. W. JEFFRIES, Chief Assistant.	
Hongkong Observatory, June 18, 1919.	

METEOROLOGICAL.

Previous.	Day	On date.
Barometer	at 5 p.m. at 5 p.m.	29.57 29.57 29.60
Temperature	83 74 86	
Humidity	83 78 69	
Wind Direction	S.S.W. W.N.W. S.W.	
Force	3 2 1.9	
Weather	ca 0 0 0	
Rain	0.82 0.00 1.25	
Highest open air temperature on the day	77 75 75	
Lowest	61 58 61	
H. K. Observatory, June 14, 1919.		
T. F. CLAYTON, Director.		

HOTELS.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.

15 MINUTES FROM LANDING STAGE

UNDER THE MANAGEMENT OF

MRS. BLAIR.

KING EDWARD HOTEL.

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